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This magazine is dedicated to the interpretation, in authentic and popular form, with extensive illustration, of geography in its widest sense, first of Canada, then of the rest of the British Commonwealth, and other parts of the world in which Canada has special interest.

The British standard of spelling is adopted, substantially as used by the Dominion Government and taught in most Canadian schools, the precise authority being the Oxford Dictionary as edited in 1929.

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From a painting by Norman Wilkinson.

Jacques Cartier at the entrance to the Saguenay, 1535.

Courtesy of Canadian Pacific Railway Company.

Canadian Geographical Journal

Canada's Quadcentenary, 1934

By SENATOR RODOLPHE LEMIEUX

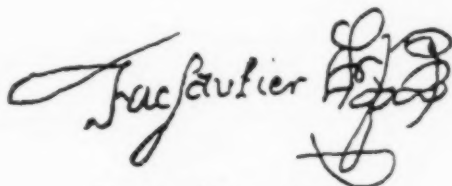
THE celebration of great national anniversaries is the manifestation of a very modern idea as well as a significant tendency of the present day. Three years ago, the millenary of Normandy was celebrated with much pomp in France, and that country has just been paying homage to that sweet, yet martial figure, Joan of Arc. France also commemorated by a brilliant tournament the founding of the romantic old city of Carcassonne. In Canada, we are equally mindful of epoch-marking dates in both our regional and national history. One need but recall the memorable tercentenary festival held in 1908 to glorify the memory of Samuel de Champlain, the founder of Quebec, the wise and discreet adventurer who knew how to discover land as well as colonize it. And the striking demonstrations held from coast to coast two years ago

in commemoration of the Diamond Jubilee of Confederation still linger in our minds. These festivals of yesteryear were eminently fitting, and evoked the right kind of historical memories. However, they must not divert our attention from other milestones that mark the pathway of Canada's history.

Among the anniversaries of national character looming before us there is one which, for Canada, should be more glorious and brilliant than all others.

At no distant date—in less than four short, fleeting

years—the fourth century since the discovery of Canada by Jacques Cartier, the gallant and intrepid explorer from the little seaport of Saint Malo, France, will be rounded out. It was in April, 1534, that he sailed from that port—famed in those days for its corsairs—to accomplish his first voyage to the New World, plant the Cross on Canadian



Signature of Jacques Cartier.

SENATOR RODOLPHE LEMIEUX,

who was Speaker of the Canadian House of Commons, 1922 to 1930, was born at Montreal, 1866, and educated at the seminary of Nicolet and Laval University (now University of Montreal). He was admitted to the practice of law, 1891, in 1896 received the degree of Doctor of Laws, and the following year was Professor in the Faculty of Law at Laval University. In 1898 he was appointed Queen's Counsel and King's Counsel in 1904. From 1904 to 1906 he was Solicitor-General of Canada, Postmaster-General from 1906-1911, and Minister of Marine in 1911. In 1907 Mr. Lemieux went to Japan as Special Envoy to settle questions of immigration. The following year he was elected a Fellow of the Royal Society of Canada. As delegate from Canada he attended the inauguration of the South African Union, 1910, and in 1918 was elected President, Royal Society of Canada. To Mr. Lemieux fell the honour of signing at Paris in December, 1922, the accord between France and Canada for the gift of Vimy Ridge to the Canadian Government. In 1924 he was offered, but declined, the Lieutenant-Governorship of Quebec, as well as the portfolio of Minister of Justice. A Commander of the Legion of Honour and the Order of St. Gregory the Great, Mr. Lemieux is also the author of several works dealing with Canadian law. He was appointed a Senator in 1930.





Portrait of Jacques Cartier. The original by Francois Riff is in the Hotel de Ville at St. Malo. It should be noted that there is believed to be no authentic portrait of Cartier in existence.

soil, and take possession of a vast expanse of territory in the name of the King of France.

Jacques Cartier has a powerful claim upon our affection and gratitude. His

achievement was not confined to the discovery of Canada. He was the first white man to ascend the great St. Lawrence River and give to many of our islands, capes and bays names which



St. Malo about the year 1535.

have endured to this day. He was also our first pioneer in clearing the land and tilling the soil of Canada.

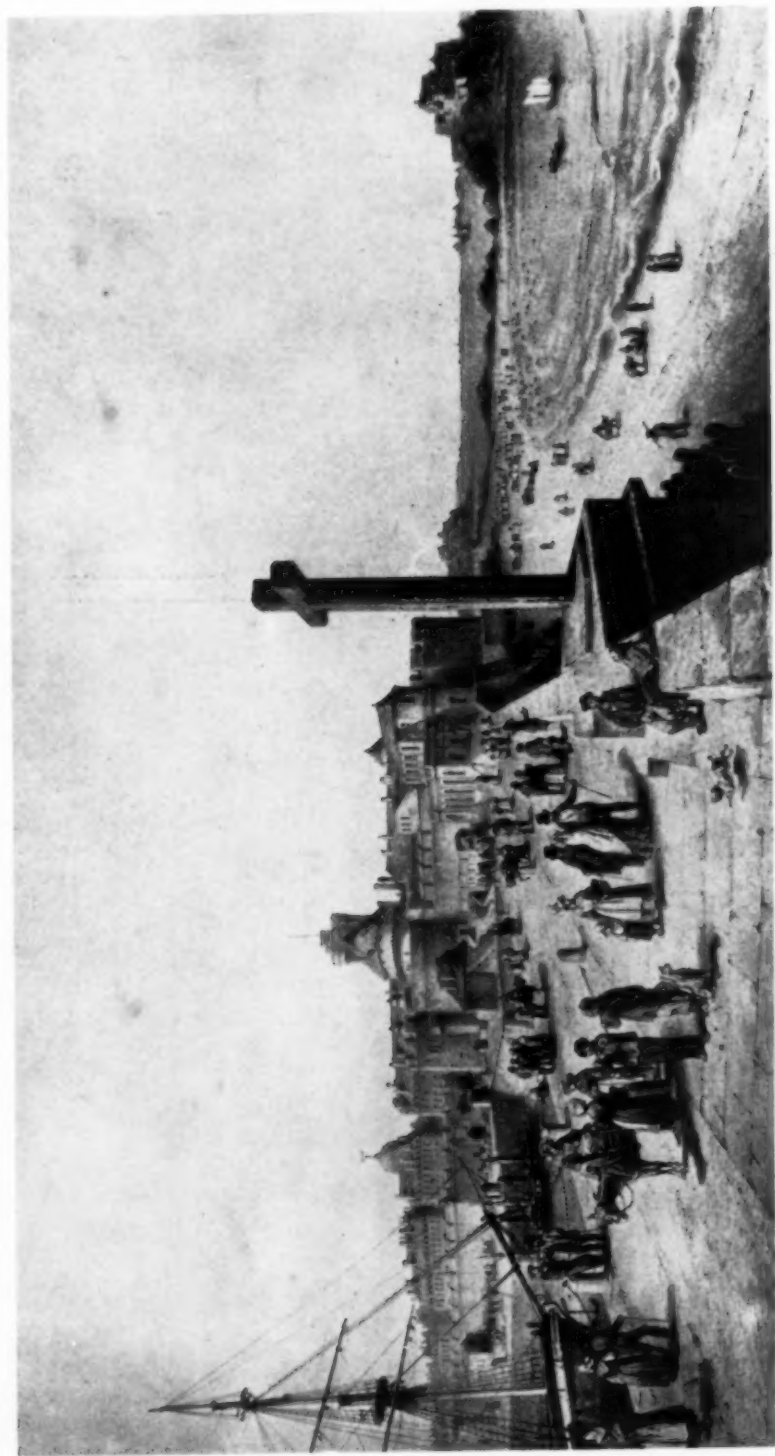
Jacques Cartier was born at St. Malo in Brittany in 1491, one year before the epoch-making voyage of Columbus. Of his youth little or nothing is known, until we come to the record of his 1534

voyage; but he was in all probability brought up in an atmosphere of discovery.

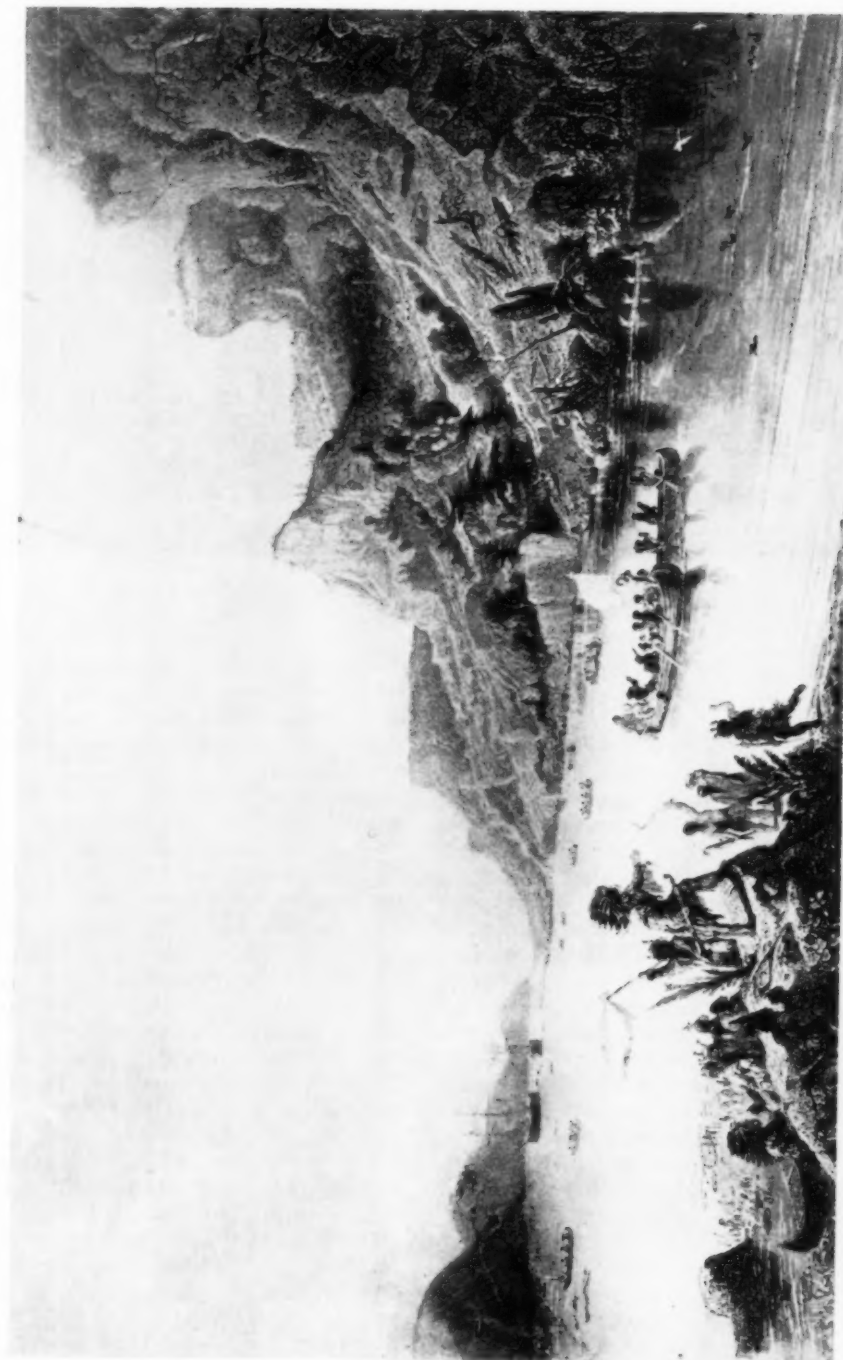
In all he made four voyages to the St. Lawrence, the first or discovery voyage taking him as far as Gaspé, the second past the Saguenay and, by canoe, to Hochelaga on the site of the present



Interior view of the Manor-house of Jacques Cartier at Limoilou, near St. Malo.



The Sea Wall at St. Malo.



From a modern painting.

Cartier and his men ascending the St. Lawrence in boats.



The Grande Hermine, Petite Hermine, and Emerillon, Cartier's ships, in the St. Lawrence, 1535.

Montreal, and the third and fourth with Roberval, who was attempting to penetrate the country up the Ottawa, mythically termed "Saguenay." His last voyage was in 1541, and in 1557 he died at St. Malo. It is possibly a slight inaccuracy to call him "the discoverer of Canada." The land itself was known to the Northmen 500 years before Cartier; but the credit of bringing it into the compass of civilization is his.

The discoverer of Canada was also this country's first historian. The account of his four voyages, written in the naive style of Montaigne, contains charming descriptions which have lost none of their freshness with the passing of the centuries. Jacques Cartier's account is really a remarkable narrative. One is struck with his descriptive powers, his keen sense of observation, the accuracy of detail. The story of his adventures was translated into several languages, and made known to the Old World the resources and beauties of the western continent. Cartier was also the first historian of Canada's indigenous tribes, even as he was their first missionary. He observed their habits and acquired some knowledge of their native tongue. Like a good mariner, Jacques

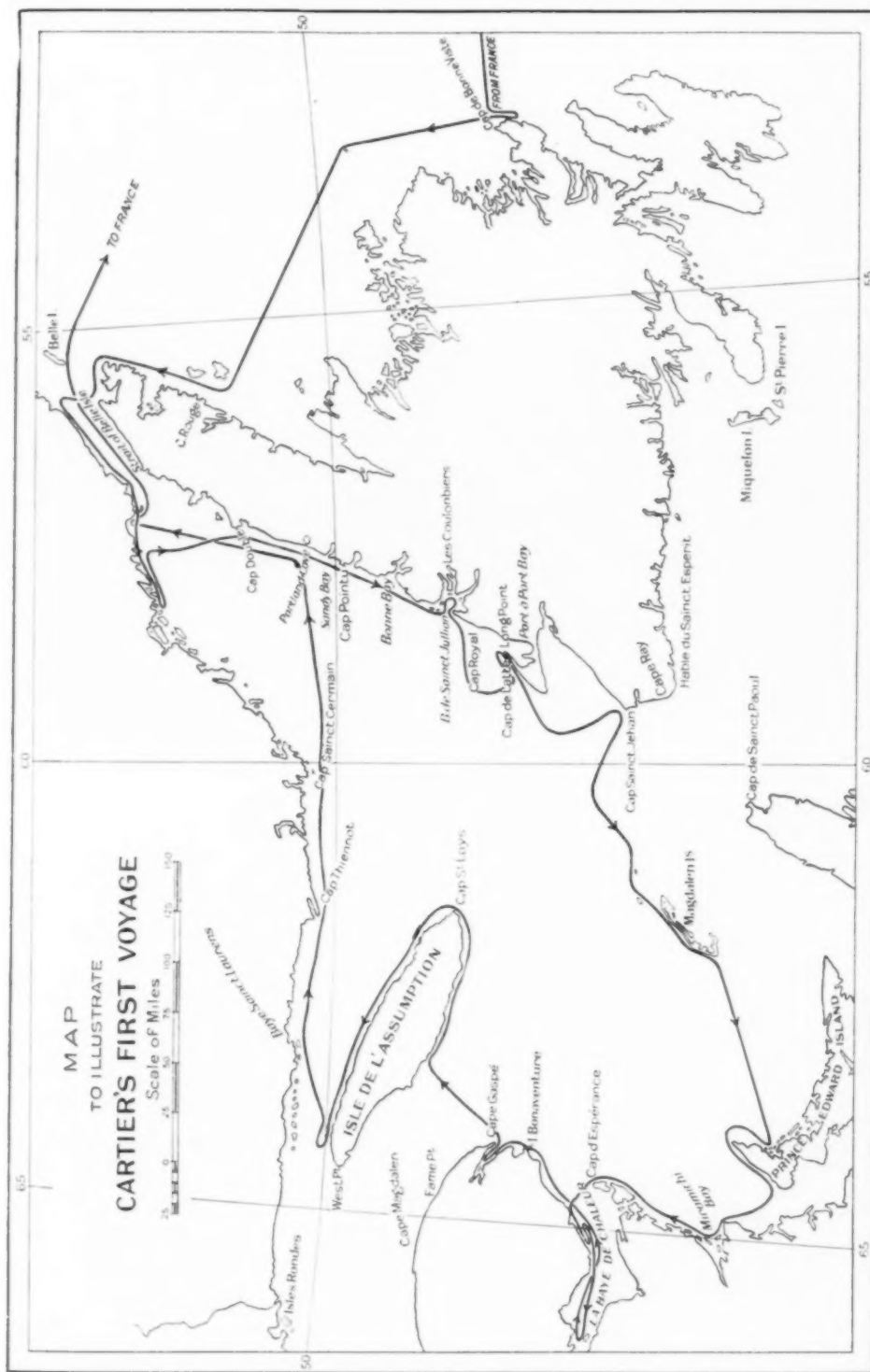
Cartier carefully noted his observations. He drew a map of Canada, and took soundings of the St. Lawrence River that were of inestimable value to other navigators.

Leaving the port of Saint Malo on April 20th, 1534, Jacques Cartier set sail on his voyage of discovery with 60 companions, aboard two vessels of about 60 tons each. He reached Newfoundland on May 10th. One feels tempted to reproduce those passages wherein he describes his explorations along the Atlantic coast. It is but necessary to state, however, that on July 3rd, he crossed the entrance to the Baie de Chaleur, which was so named on account of the sweltering weather he experienced there on that date.

Cartier cannot refrain from expressing wonder at the magnificent harbour, Gaspé Bay, that unfolded itself before his eyes. On July 4th, Port Daniel was reached, and penetrating farther upstream Jacques Cartier soon effected a landing.

Friday, July 24th, 1534, marked a red letter day in Cartier's voyage of discovery. Let us recall a passage from his narrative:—

"We had a cross made 30 feet high,



From the map in H. P. Biggar's "Voyage of Jacques Cartier."



From painting by Walter Baker

Arrival of Cartier at Hochelaga, 1535.

which was put together in the presence of a number of Indians on the point—(it was probably set up on the Peninsula, as it is called, which lies opposite to Sandy Beach point)—at the entrance to this harbour, under the cross-bar of which we fixed a shield with three fleur-de-lys in relief, and above it a wooden board, engraved in large Gothic character, where was written, 'Long Live the King of France'. We erected this cross on the point in their presence and they watched it being put together and set up. And when it had been raised in the air, we all knelt down with our hands joined, worshipping it before them; and made signs to them looking up and pointing toward heaven, that by means of this we had our redemption; at which they showed many marks of admiration, at the same time turning and looking at the cross."

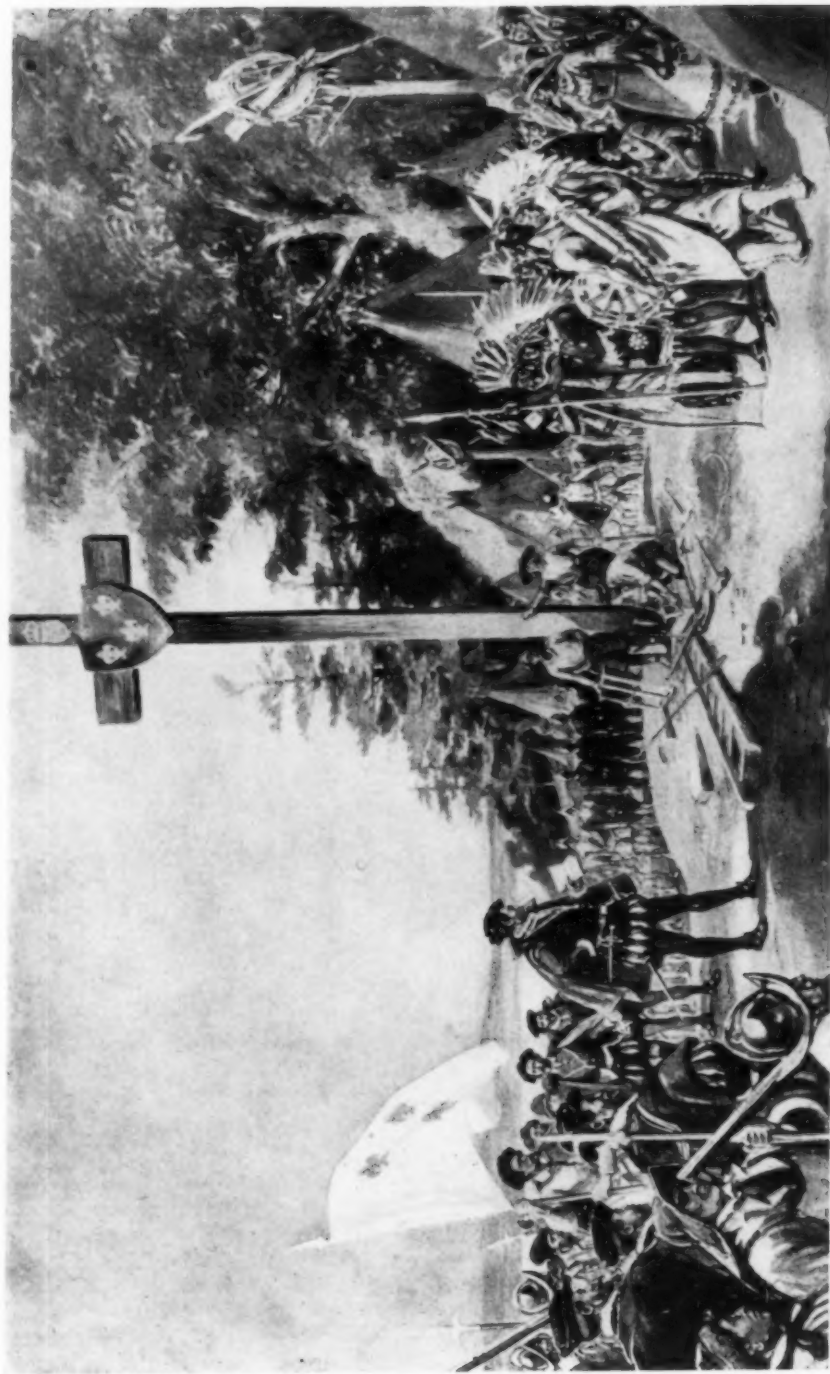
The fertility of the soil in the Gaspé country was noted by Cartier and his companions. "Not a corner of this land

which is not replete with wild wheat with ears resembling buckwheat and the grain oats-like; wild peas in such quantities that one could believe they had been cultivated and grown in ploughed land. . ."

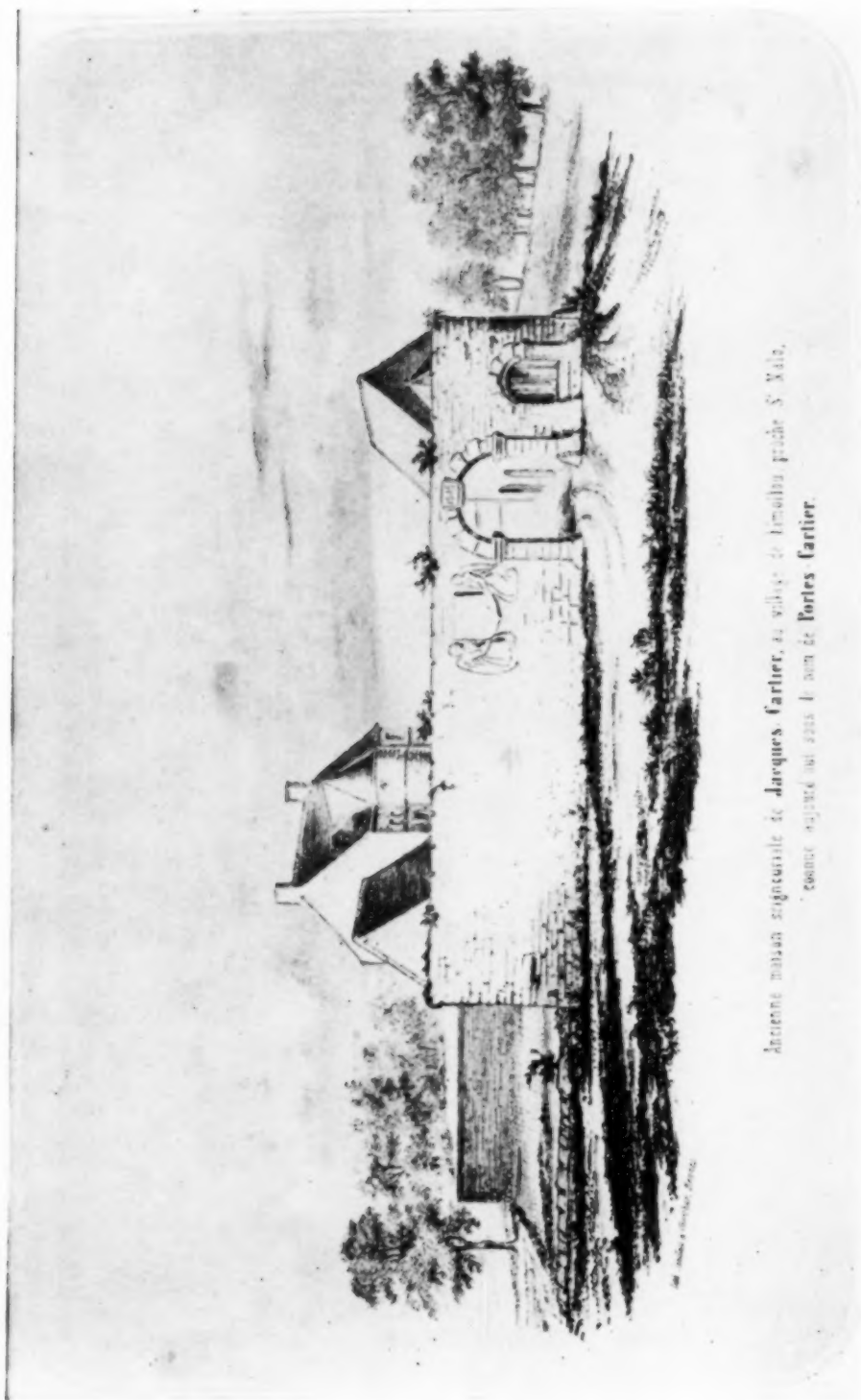
The narrative of Jacques Cartier's voyages contains ample evidence of his profound spirituality and his earnest desire to convert the pagan Indians. It reveals to an equal degree his unconquerable faith in the tremendous potentialities of the land he had discovered and reflects his unbounded enthusiasm in the Canada to be, the fertility of its soil, its vast untouched natural resources. In this respect, Cartier was probably the greatest propagandist, the most eloquent "publicity agent" this country ever had in the Old World.

Cartier was the first white man to grasp the possibilities of the great empire covering the northern half of the western continent. Let us pause and

(Continued on page 570)



From a painting by Henri Julien. Courtesy of "Montreal Standard."
Jacques Cartier planting the Cross on Canadian soil.



Ancienne maison seigneuriale de Jacques Cartier, au village de Limoilou près de St. Malo.
 (comme aujourd'hui dans le nom de Portes Cartier.)

Ancient seigniorial house of Jacques Cartier in the village of Limoilou near St. Malo, known to-day as Portes Cartier.



From a colour drawing by C. W. Jefferys.

Jacques Cartier at Hochelaga, 1535.

Ilz ont des bœufs en quez Ilz vont par la mer qui —
 sont faictes de l'ordure du bœuf du bœuf O quez Ilz —
 prechent pour l'âme maxime Deu p^{re} Les ames
 deuz foyz par que la nuit par le vent de mer et
 quez l'homme des terres plus chaudes pour prendre
 l'ordure l'âme maxime et autres choses pour l'âme
L'xm^e tour Noms l'ordonnance en l'ordure
 bœuf est pour faire voir pour ce que le temps
 estoit bon. Et l'ordonnance en l'ordure foyz chanter —
 la messe Et l'ordonnance en l'ordonnance dudit
 bœuf et foyz la fontaine sur le pu pour avoir la
 connoissance de la terre que nous voyons/paraisse
 adire l'ordure/mais quant nous foyz en l'ordure de la bœuf —
 on envoie Noms connoissance que foyz l'ordure foyz —
 dont y aient gros rap/Donble l'ordure l'ordure par l'ordure
 l'ordure Et pour ce l'ordonnance Cap d'ordure —
 Au parmy de la bœuf foyz l'ordonnance a l'ordure bœuf et
 foyz l'ordure/Il y a de l'ordure de l'ordure dudit Cap/
 l'ordure/ordonnance l'ordure l'ordure/et ainsi en l'ordure —
 l'ordure foyz l'ordonnance l'ordure bœuf Noms l'ordonnance l'ordure
 l'ordure l'ordure l'ordure de l'ordure et l'ordure l'ordure
 quart d'ordure et de l'ordure
Le Landemans l'ordure Dudit l'ordure Noms —
 l'ordure Le Long de la l'ordure au l'ordure l'ordure quart —



From de Clughy's "Costumes Français depuis Clovis jusqu'à nos jours," 1836.
Jacques Cartier.



From Water-colour by Walter Baker.

Cartier's return to Stadacona, 1541.

(Continued from page 564)

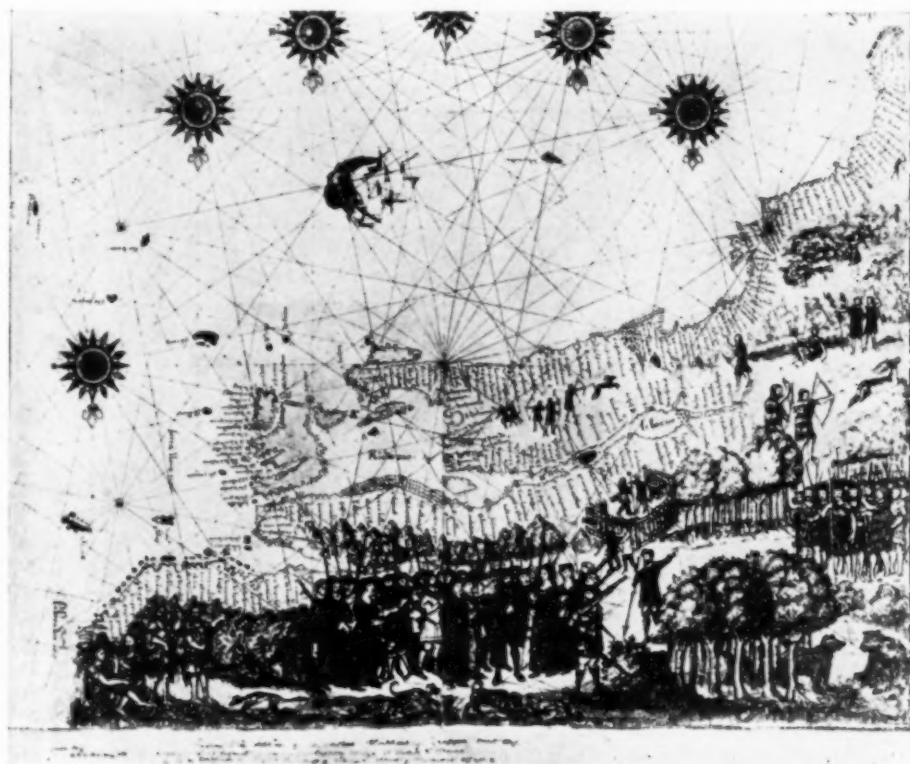
hearken to his description of Prince Edward Island, which he visited in the course of his first voyage: "The soil where there are no trees is also very

rich and is covered with peas, white and red gooseberry bushes, strawberries, raspberries and wild oats like rye, which one would say had been sown there

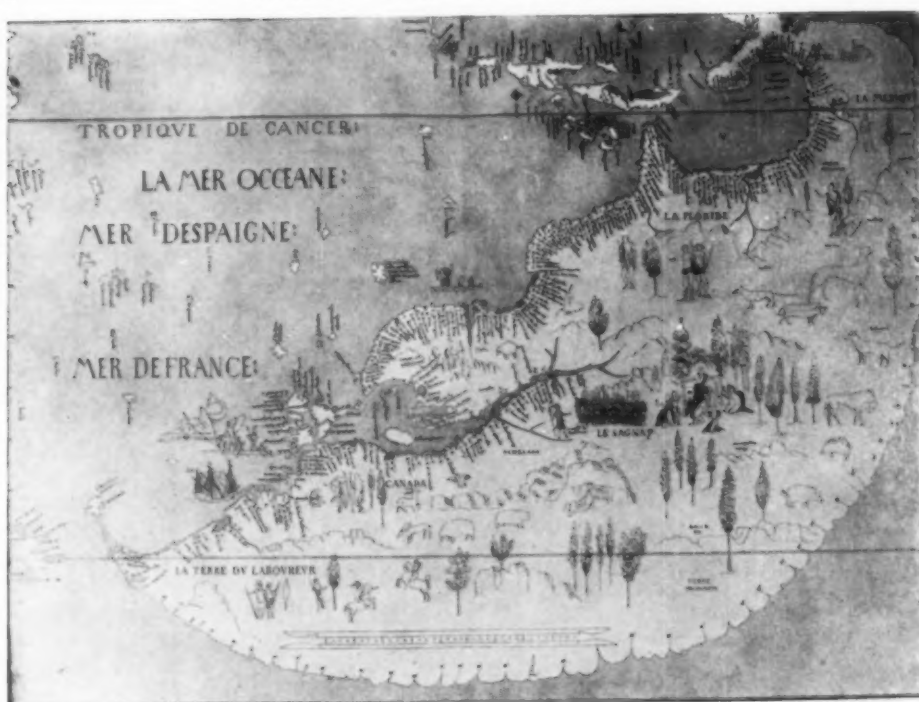
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Jean Roze's map of the Gulf of St. Lawrence.



A Part of Nicholas Vallard's map of North America, about the year 1547.



Part of the Descebiere's Mappe Monde, 1546, showing Canada.



Ribero's map of North America, 1529.

(Continued from page 570)

and tilled. It is the best-tempered region one can possibly see. . . ."

Journeying up the St. Lawrence River, Jacques Cartier viewed with amazement the vast stretches of fine rolling country extending along both shores, and notes in his narrative: "We had sight of the finest and most beautiful land it is possible to see, being as level as a pond and covered with the most magnificent trees in the world. The whole country is as fine a land as ever one beheld. This river is the richest in every kind of fish that any one remembers having seen or heard."

The commemoration of the fourth centenary of the discovery of Canada should be, above all, of a religious character. Jacques Cartier was the first herald of the teachings of Christianity on Canadian soil. He was the first to establish the religious tradition in Canada, and though other discoverers and pioneers followed him—such as Champlain, the founder of Quebec—they only followed in his footsteps.

But where should this proposed fourth centenary festival be held? Certainly, it seems to me, at the place where the discovery of Canada, properly speaking, was made, that is, at Gaspé. That is where Jacques Cartier took possession of the soil of Canada in the name of the King of France, and on this coast he spent nearly a whole month. Besides, I believe that Gaspé offers all that is necessary to attract on such an occasion the thousands of people who would come from all parts of Canada, the United States, Britain and France, to join in the celebration of an anniversary that would be not alone religious and national in character, but would also take on an international aspect.

And would it not be extremely appropriate that the celebration of the 400th anniversary of the discovery of Canada should reflect in some enduring manner the tribute of a grateful people to the memory of one of the greatest discoverers of all time? And what tribute could be more expressive of a nation's gratitude to the first pioneer, the premier trail-blazer on Canadian soil, than the erection of a memorial on the very spot where Jacques Cartier planted the great cross in July, 1534?

Four years do not constitute too long a period in which to prepare and organize this commemoration, the splendour and magnificence of which should be in keeping with the event it is to recall. Let us impart to this tentative project the character of a national undertaking. Let every national and historical society, the universities, colleges, schools, Canadian clubs, service clubs, the religious

Brief recit, &

succincte narration, de la navigation faicte es yslles de Canada, Hochelage & Saguenay & autres, avec particulieres meurs, langage, & ceremonies des habitans d'icelles: fort delectable à veoir.



Avec privilege.

On les vend à Paris au second pillier en la grand
salle du Palais, & en la rue neuve nostredame à
l'enseigne de lescu de frâce, par Ponce Roffet dict
Faucheur, & Anthoine le Clerc freres.

1 5 4 5.

Title-page of *Brief Recit*, 1545.
Cartier's narrative of his voyage.

bodies and entire clergy collaborate in carrying to fruition a project that should appeal strongly to all who appreciate the historical significance of the anniversary to be commemorated. No doubt the different Provincial Governments of Canada will join spontaneously in the movement; England, France especially, and the United States, will also answer the call.

1934! Only four years hence, and this great anniversary will be a fact. We should therefore set ourselves to work at once. The celebration should be thoroughly representative of the spirit of the Canadian people.



RIGHT HON. R. B. BENNETT

*Premier of Canada, whose personal message to Society and Journal
appears on opposite page.*

A MESSAGE FROM THE PRIME MINISTER

I have watched with interest and sympathy the growth of The Canadian Geographical Society, of which I am very glad to count myself a member. Its purposes are altogether admirable, and particularly in its monthly magazine, the Canadian Geographical Journal, it has an opportunity to do real service to the Dominion in making the country's resources better known. In spite of a good many other preoccupations, I have found time to read the five numbers of the Journal that have so far been issued, and heartily congratulate the Society upon the high quality of the material that it is putting into its magazine. The articles I have found both readable and informative, and the illustrations compare favourably with those in periodicals long established and with large financial and other resources. I wish you all possible success.

R B. Bennett



Aerial view of Kingston.

Kingston—Past and Present

By FRANK YEIGH

THE Kingston of the past, presents a remarkable epitome of Canadian history, covering a span of two-and-a-half centuries and including every period of our national life.

A centre of population whose records include that of being a fur-trading depot and a fortress site, of undergoing a siege and a consequent capitulation, of picturesque foregatherings of French and British forces and of red men of many tribes in council-fires, would alone create a background of action and romance. But when there is added the later facts that it became a seat of government and of learning as well as an ecclesiastical centre; when it is recalled that it once had an important

ship-building industry, naval and commercial, and that it witnessed the birth of a new system of government in a new Province, the claim is further proved that this famous old Canadian city has a proud record.

But there is even more to be said: from 1673 it was occupied as a half-way house on the interior route from Quebec and Montreal to the Upper Lakes and the almost unknown regions beyond, and as such played an important part in the foundation-laying days of French rule; and, later, the British Conquest. Some of the chapters of the War of 1812-14 were there enacted, and scenes connected with the Upper Canada Rebellion of 1837-38 centred in or near it.



View of interior of Fort Henry.

No wonder the Limestone City claims the additional title of "The City of Historical Associations."

It has been a colourful history on the whole, marked by drama and high courage on the part of personalities whose names survive the centuries. Nearly every governor and intendant, explorer and priest known to history made their way to and from the Cataraqui of the 17th century, and many an Indian chief camped near the spot. Dramatic in the fullest sense must have been the marine procession of July, 1673, that threaded its slow and laborious way past the rapids and over the quiet stretches of the Upper St. Lawrence. All the intervening years have not produced a more stately pageant. No one has pictured it so graphically as Parkman:

"Frontenac, to impose respect on the Iroquois, now set his canoes in order of battle. Four divisions formed the first line, then came the two flat-boats; he himself, with his guards, his staff, and the gentlemen volunteers, followed, with the canoes of Three Rivers on his right, and those of the Indians on his left, while two remaining divisions formed a rear line. Thus, with measured paddles, they advanced over the still lake, till they saw a canoe approaching to meet them. It bore several

Iroquois chiefs, who told them that the dignitaries of their nation awaited them at Cataraqui, and offered to guide them to the spot. They entered the wide mouth of the river, and passed along the shore, now covered by the quiet little city of Kingston, till they reached the point

at present occupied by the barracks. Here they stranded their canoes and disembarked. Baggage was landed, fires lighted, tents pitched, and guards set. Close at hand, under the lea of the forest, were the camping sheds of the Iroquois.

"At daybreak of the next morning, July 13th, 1673, the drums beat, and the whole party were drawn up under arms. A double line of men extended from the front of Frontenac's tent to the Indian camp; and, through the lane thus formed, the savage deputies, 60 in number, advanced to the place of council. They could not hide their admiration at the martial array of the French, many of whom were old soldiers of the regiment of Carignan; and when they reached the

tent they ejaculated their astonishment at the uniforms of the Governor's guard who surrounded it. Here the ground had been carpeted with the sails of the flat-boats, on which the deputies squatted themselves in a ring and smoked their pipes for a time with their usual air of



FRANK YEIGH

who for the past 20 years has issued annually his book, "5000 Facts about Canada," and is also the author of "Through the Heart of Canada," and "A Century of Ontario's Legislative History" was born in Toronto. For several years he was connected with the Civil Service, but is now devoting his time to writing and lecturing on Canadian subjects.



Royal Military College, Kingston.



Aerial view of Kingston, showing Queen's University in left centre.

deliberate gravity; while Frontenac, who sat surrounded by his officers, had full leisure to contemplate the formidable adversaries whose mettle was hereafter to put his own to so severe a test."

Another historian remarks that Frontenac's genius for parade had full play in his landing, when he and his staff made a gallant array of showy uniforms. The flat-boats, mounted with cannon and painted in bright colours, headed the procession, followed by four groups of canoes approaching land abreast in military line. "It was Louis XIV in the wilderness." His tactful approach to the challenging chiefs won for him the complimentary title of the Great Onontio. Perhaps the gifts and the nightly dances helped. These diversions also gave opportunity for the hasty building of a fort on the site of the present Tete du Pont barracks as a visible sign of French occupation and power that was destined to be maintained for nearly a century. It was a renewed challenge to the Iroquois as well as the English

of New York, and no less to the merchants of Montreal as the new post might divert the fur trade from the more eastern centre.

The primary importance of a fortress-post at such a strategic point could not be over-estimated. It was not alone the headquarters of the French power in Upper Canada but a link in the chain of forts that reached to the Niagara and the Upper Lakes. Parkman suggests that Frontenac's desire to build at Cataraqui, following earlier suggestions of Talon and Courcelles, might have been stimulated by the reflection that it might be not only a safeguard to the colony, but a source of profit to himself!

It did not take long for such a hastily-built structure to fall into disrepair. Two years sufficed. Frontenac headed another expedition to Fort Frontenac, which he soon made habitable and stationed La Valliere with only 48 men as a garrison. Once more the fleur-de-lis fluttered over this inland



In this house on Queen Street, Kingston, Governor Simcoe held the first council meeting, 1792.

post which, rage as the Iroquois might, defied them. The year 1696 found the redoubtable soldier, now well up in years, leading a force to the Fort after nearly two weeks of strenuous toil, but using the spot merely as a stopping place, while he pushed on to the Oswego country in an attack on the heart of the Iroquois stronghold, dragging cannon and stores with severe labour. In one respect the expedition was a success, but the chronicler sadly suggests that Frontenac's day was over. The Iroquois were still at war, his star had set at the French court.

Yet another historic figure now steps into his frame in Cavalier de la Salle, who was one of the first permanent inhabitants of the Kingston-to-be. A friendship had been formed between Frontenac and La Salle which led to an alliance which in turn ended only with the Governor's recall to France. "Each had a full measure of unconquerable pride and hardy resolution"; each knew the western country relatively well. It was into La Salle's hands that Fort Frontenac was finally transferred, on

condition, it is supposed, again to quote Parkman "of sharing the expected profits with his patron." It was La Salle's family who helped to finance his Canadian ventures, although the Crown gave him a generous grant of land. Fort Frontenac prospered under his direction. "Soon it had sights never before witnessed on the waters of Lake Ontario," writes Professor Wrong, "ships, vast compared with native canoes, cruising under sail. La Salle built four. His axe-men cleared away the forest and some farmers tilled the soil. He rebuilt the Fort, so hastily reared by Frontenac in 1673, provided quarters for officers and men and mounted cannon on the stone walls. The natives flocked to the neighborhood, both Iroquois and Ottawas, until their number reached about 1,800. Two Recollet friars served the fort. One of them was Father Hennepin, who has left a vivid account of the place and the pioneer conditions of life there; it was even hoped that the Iroquois, not as barbaric as they had been painted, were settling down and



Boyhood home of Sir John A. Macdonald, Rideau St., Kingston.

could be made good Frenchmen—a dream not destined to be realized.”

Here La Salle was the autocrat of an invisible empire, a feudal lord over a few villages, the commander of a garrison and the founder and patron of the mission church. “If he had preferred gain to glory,” wrote a friend of La Salle, “he had only to stay at his fort, where he was making more than 25,000 livres a year,” but the call of the wild could not be resisted and on a stormy day in the late fall he sailed for the Niagara on his way to more remote fields of action. “His imagination again took fire.” It led him to an untimely death, but not before he had left a memorable name and fame in the annals of early Canadian history, notably at Fort Frontenac.

The year 1684 provided another dramatic scene at Fort Frontenac with the arrival of La Barre, heading a force of 1,200 regulars, militiamen and red men. One of the many treaties negotiated at this spot followed “but a thin and flimsy truce was all that was gained, with new troubles and dangers plainly behind it.” The blow against

the Iroquois was a feeble one, as the enemy well knew.

A more momentous year was 1687 when Denonville set out westward from Montreal with 400 canoes, carrying a force of 2,000. Tonty, Duluth, La Durantaye and other outstanding figures were in the party. Allies from the Niagara and the west met at the Fort. The seizure of a large number of supposedly friendly Indians, who came trustingly but who were tied to posts or trees, was an act of alleged treachery that was destined to reap a fearful harvest. Some of the victims were sent to France and others to the galleys. The reprisals which resulted in the massacre of Lachine in 1689, when many French and friendly red men were tortured and put to death, led the infuriated masters of the situation to shout: “Onontio, Onontio, you have cheated us; now we cheat you!”

Passing over to 1756, Fort Frontenac had a call from Montcalm, when on his way, with a large force, to attack the Oswego forts where 1,700 British were taken prisoners and large quantities of stores confiscated. Curiously enough,



Tombstone over the grave of Sir Richard Henry Bonnycastle, defender of Kingston in 1838.

the prisoners included two regiments named after Pepperell and Shirley, the two chief actors in the New England capture of Louisburg 11 years before.

The year 1758 was destined to be an epochal date for Fort Frontenac. The French tenure was nearing its end, not only here but in all Canada. Great events were hastening to a climax, Bradstreet marched toward the Catarqui fort, which had always been left practically unprotected by the French though its value as a strategic situation was fully realized. On September 10th, 1758, the attacking force of 3,000 landed. That night the men lay under arms. Next morning they placed their cannon in position within 400 feet of the fort. The guns remained silent for most of that day, taking a nearer entrenchment under cover of darkness and fire was opened at daybreak. At seven the surrender followed. There were only 110 men in the garrison, besides women and children. Nine small armed vessels were taken and most of them burned; thus the pathetically little French navy of Lake Ontario went up in flames and their destruction left the French without a single ship on Lake Ontario. The garrison surrendered as prisoners of war, to be exchanged for equal numbers, with the observance of rank, and so they proceeded to Montreal on parole. 800,000 livres worth of



Louis de Buade, Comte de Palluau et Frontenac, who during his tenure as Governor of Canada, built Fort Catarqui.

booty was taken and distributed among the men. Bradstreet in no way reserving a share for himself. A French writer of the period described the capture and destruction of the fort as of greater injury to the colony than the loss of a battle, and its reactions throughout the rest of New France served to hasten the end.

The first permanent British settlement of the town and surrounding country took place soon after the close of the Revolutionary War when a company of Loyalist refugees made their way to Catarqui and thus became the English-speaking pioneers who made and left their impress on the entire country, along with similar Loyalist migrations to the Niagara, Quinte and St. Lawrence areas.

Several townships were surveyed and settled, largely by men of the King's Royal Regiment of New York, numbering 1,462 souls. They built the first churches, schools and mills, opened



City Hall, Kingston.



A view of Fort Henry, Kingston, from the air.

the first roads and thus laid the foundations for the permanent settlement and growth of this prosperous part of the Dominion.

The arrival of John Graves Simcoe and the inauguration of a system of government for Upper Canada marks another important period in the history of Kingston. He, too, like Frontenac, ascended the St. Lawrence with a fleet of canoes but this time they

spelled peace instead of war. Here the newly-appointed Lieutenant-Governor organized his ministry with an Executive and Legislative Council, a ceremony that took on a religious character. The old wooden church opposite the market place ("more of a barn than a church," wrote La Rochefoucault) provided accommodation for the distinguished company, the oaths of office were administered and the first sessions held. A



General Hospital, Kingston. In the central section of this building the first Parliament of United Canada met in 1841.



Entrance to Kingston barracks.

military note was provided by the Queen's Rangers who had already reached the spot after a remarkable snowshoe journey from New Brunswick, and who followed Simcoe to Newark when the first capital was placed at that point on the Niagara.

Glimpses of the Kingston of 1795 are had in La Rochefoucault-Liancourt's Travels. "The town consists of about

120 houses. The King's ships lie at anchor opposite the barracks." Kingston was the place to which Lord Dorchester should transfer the seat of government in Upper Canada, but this was not the view of Simcoe. The former thought it was the only tenable place; the latter that it was too near the American border, as Newark was. Kingston, the travelling Count found, was as a town



Tete du Pont barracks, Kingston, on site of old Fort Frontenac.

much inferior to Newark though containing as many houses.

The first French ships for the Upper Lakes were built at "Cadarakwe" as the diarist spells it. "The district," he continues, "produces not only enough corn for its own consumption but exports yearly about three or four thousand bushels, which is conveyed down the river in winter on sledges. The government agent required a part to be ground into flour for the other posts in Upper Canada and the surplus was sent to England"—the first export wheat movement recorded. There was no regular market in the Kingston of that day,

drank but even then he admits having taken too lively a part in the festivities. He found the officers of the 60th regiment well-bred and extremely polite. He notes the general opinion that Canada was proving very burdensome to England, and will be still more so in future and that Great Britain would consult her true interest much better by declaring Canada an independent country. The Canadians, they say, will never be sincerely attached to England and that if in time of war a militia were raised, not half of them would take up arms against America and none perhaps against France.



From an old print.

View from Fort Henry.

everyone provided himself with fresh meat as well as he could, but frequently it was not to be had on any terms. There were but few schools, the pupils paying a dollar a month for their tuition. Surgeons were few in number "but they contrive to get well paid for their trouble." The district contained no paupers and there were therefore no poor rates.

There was but one church. The chronicler records a military dinner at which he had taken too lively a part. To decline, he excuses himself, to join with an endless list of toasts would have been deemed uncivil. He resorted to slight deceptions in the quantity he

The War of 1812-14 added greatly to the prosperity of Kingston for a time. Fort Henry was erected as a log structure, to be changed in later years to the stone structure that still survives. The martello towers were built as a part of the defence system, and active shipbuilding was engaged in. There is a legend that the War Office in London sent out casks of fresh water for the gun boats built at Kingston, on the supposition that it was situated in a salt water region.

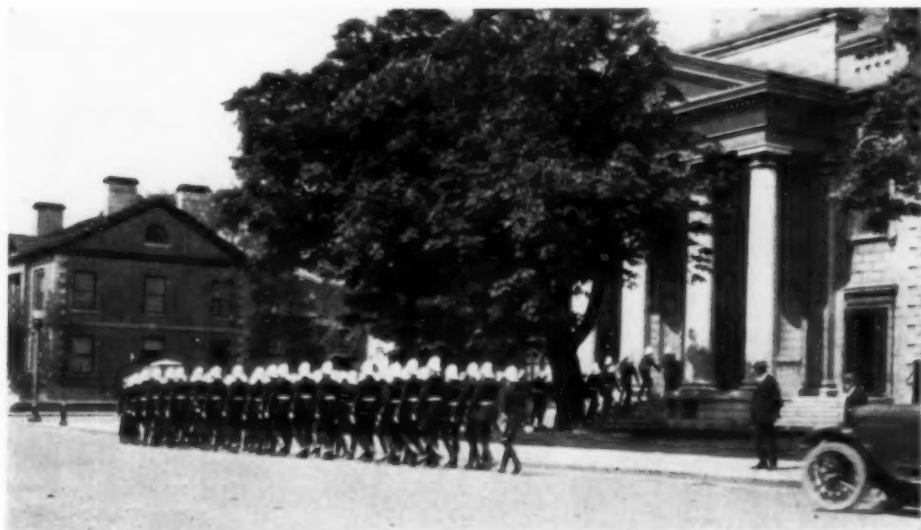
The rebellion period of 1837-38 further emphasized the strategic military position of Kingston, and in lesser degree during the Fenian Raids of 1866.



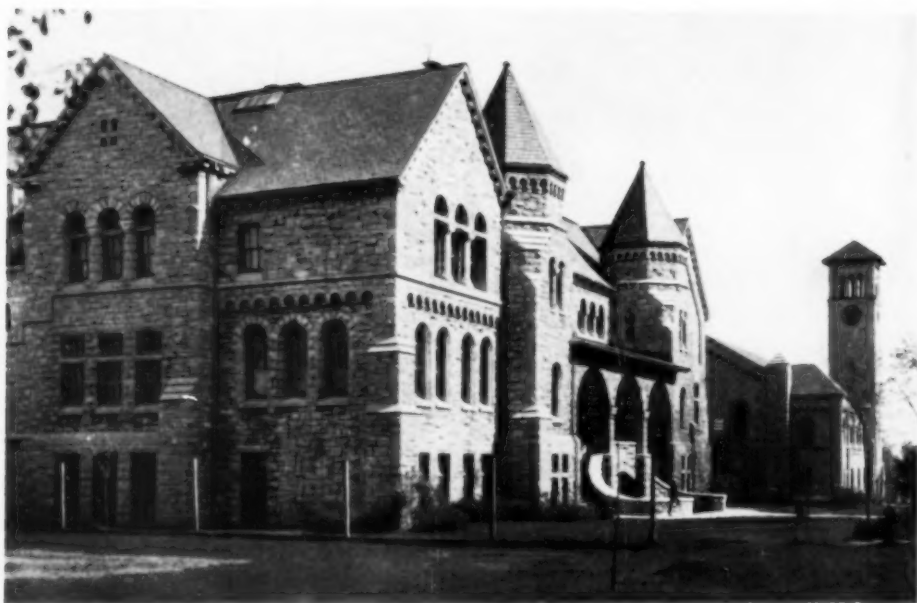
Fort Frederick, Kingston.

There is much more of historic interest to be seen in the present-day Kingston. The old British-American Hotel had Charles Dickens among its distinguished guests in the 'Forties. A law office still is in use in which two young legal lights once learned the rudiments of the law they were afterwards to play a part in enacting and enforcing—John A. Macdonald and Oliver Mowat. Memories of the late Sir Richard Cartwright are aroused by

many an existing structure. The first Government House in Upper Canada still stands on Queen street, in which John Graves Simcoe formed and convened his first Legislative Council. Alwington House was the home of Lord Sydenham as the Governor-General of United Canada in 1841, and the main building of the General Hospital housed the first parliament of Upper Canada under the Act of Union.



Cadets of Royal Military College entering St. George's Cathedral, Kingston.



Queen's University, Kingston.

St. George's Anglican Church has a history dating back to the original structure of 1791. An old residence dating from 1793 still stands on Gore street. A modern La Salle causeway commemorates that distinguished early citizen. The royal naval dock of 1790 is locatable as to its site, while the two strongholds of Fort Frederick and Fort Henry recall the mid-Forties.

The extensive and grim looking pile of the Penitentiary at Portsmouth dates back to 1831, with the Church of the Good Thief in its proximity. The 'Forties were indeed great years in the annals of Kingston. Queen's University received its royal charter in 1841, and the impressive group of buildings

of to-day, housing nearly 4,000 students, gives the city a unique character as an educational centre of higher learning. The Roman Catholic and Church of England bishoprics, together with imposing churches of all denominations, emphasize the religious character of the people, while the general hospital and many public buildings assert a fine public spirit.

The Kingston of to-day is a charming homelike centre, quietly prosperous, occupying as it has always done, a strategic position geographically; a centre of learning, a city of industrial activity, an ideal place in which to live one's days.



The Franklin Search

By L. T. BURWASH

This article on the Franklin Search is of particular interest at present in view of the fact that Major Burwash has lately returned from an aeroplane flight into the territory where the expedition was lost. Major Burwash has brought back a few minor relics of the expedition, but discovered nothing that would change the conclusions set forth in the present article.

OUTSTANDING amongst the mysteries of the north is the ultimate fate of the party which, in 1845, entered the Arctic under the command of Sir John Franklin. Twenty-four of the party are known to have died prior to April, 1848, leaving 105 survivors who at that time abandoned their ships with the intention of travelling on foot to the then frontiers of civilization in northern Canada. Graves and unburied bones along their line of march indicate the fate of something less than one-half of this company. The one short document found by Lieutenant Hobson at Victory Point in 1859 is the only known written record bearing upon the activities of the expedition after the ships entered Lancaster Sound.

Of the fate of more than 50 officers and men, and of the log-books of the ships and other records of the expedition, nothing has been definitely established; but from observed facts, combined with evidence secured from natives by those who have visited the area in which the last scenes of the tragedy were enacted, a possible answer to the major question may be given.

The writer has twice visited King William Island, where, on the occasion of his last visit, a native story bearing on the Franklin expedition was heard. This information, combined with the facts and native stories unearthed by McClintock, Hall, Schwatka and others, is outlined in the following pages, and an attempt is made to reconstruct the last stages of the expedition, the correctness of which reconstruction will be left to the reader to decide.

In the Spring of 1929 the writer made several trips between Gjoa Haven and Oscar Bay.

When leaving Oscar Bay for Gjoa Haven on April 17th a more westerly course was followed than on previous occasions. The island lying north-east of Matty Island, close to which the natives report the wreck of a ship, was visited, but the country was still completely covered with snow and ice and nothing of interest could be seen.

Later, when at Gjoa Haven, the two old Eskimos who had discovered this wreck were met, and the complete story was obtained. From what they tell, one is drawn towards the conclusion that the ultimate fate of the Franklin party differed materially from that ordinarily pictured.

The record found by McClintock established the fact that the "Erebus" and "Terror" spent from September, 1846 until April, 1848, locked in the ice at a point 18 miles north-west of Victory Point. During this time the crews of both ships remained on board, probably making occasional trips to the land at Victory Point and to points beyond. A postscript added in 1848 to the record that was deposited on shore at that point in 1847 states that all the remaining personnel from both ships were proceeding

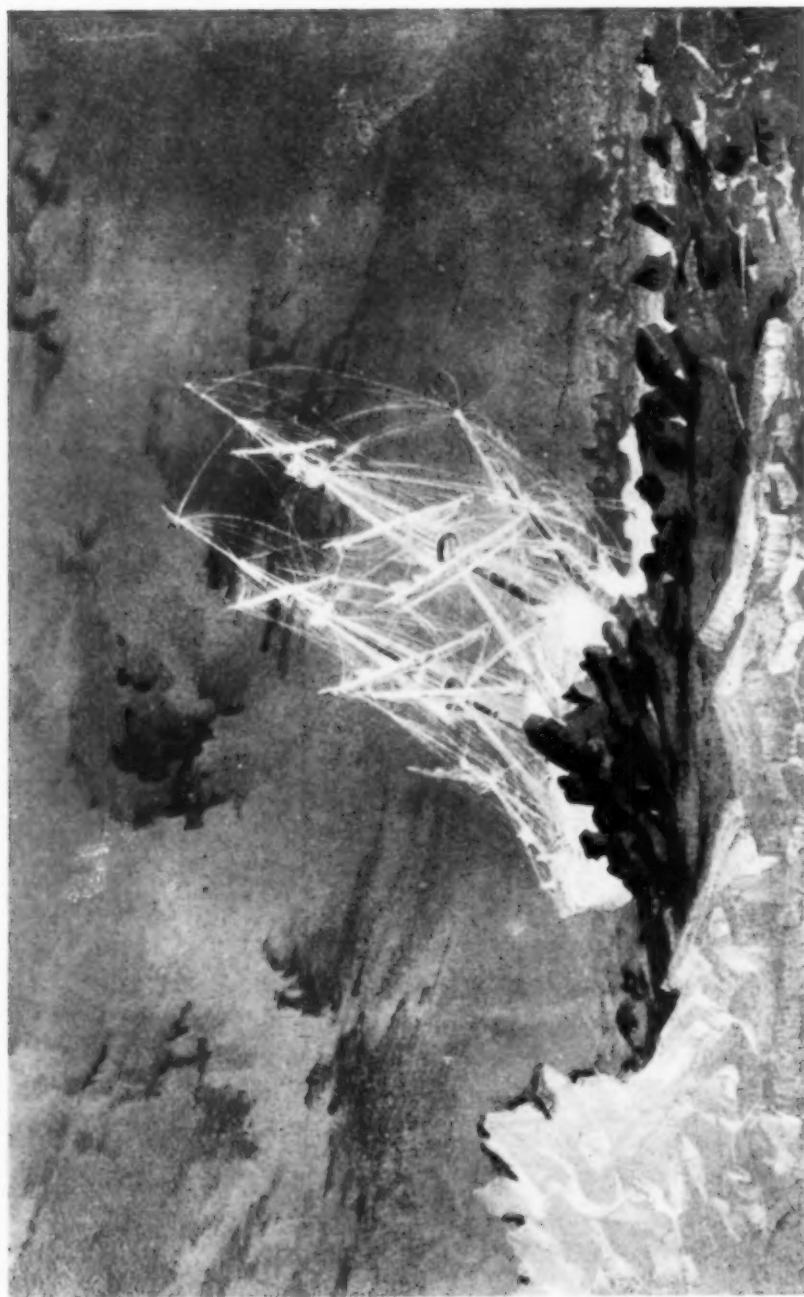
south along the west coast of King William Island with the mouth of Back River, and eventually Great Slave Lake, as their objectives.

From native reports gathered some years later the party was seen following their proposed route at a point far south of Victory Point. From evidences

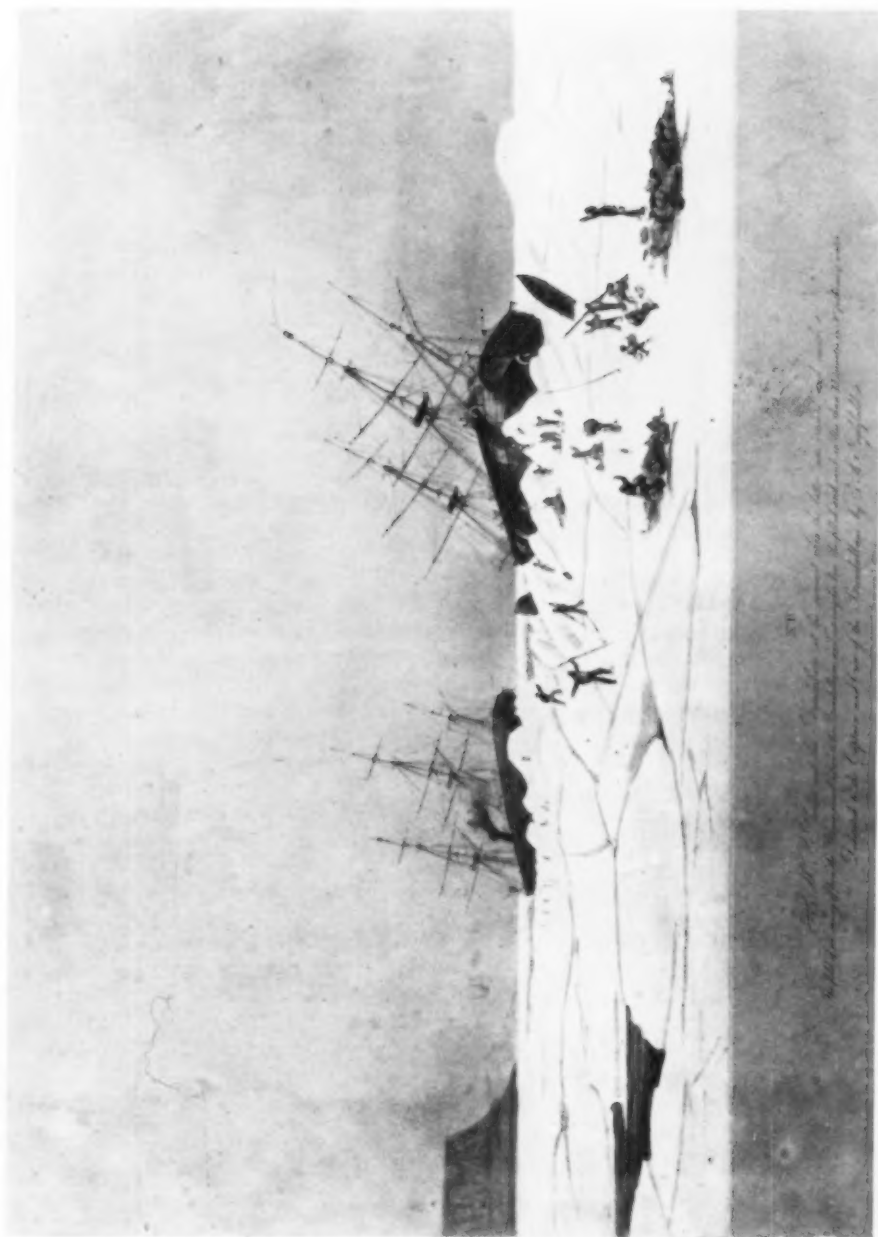


L. T. BURWASH,

was born at Cobourg, Ont., and educated at local schools, Albert College, Belleville; Victoria University, Cobourg, and University of Toronto, where he graduated in the school of Practical Science, 1896, and in 1912 received his M.E. degree. In 1897 Mr. Burwash was mining engineer in the Yukon for the North American Transportation and Trading Company. At Dawson in 1899 he joined the Department of Interior holding various positions until 1912. From 1915 to 1919, Mr. Burwash was a member of the C.E.F. and Secretary Ontario Department of Public Highways, 1920-1921. Mr. Burwash rejoined the Department of Interior in 1921, and after a year spent in Mackenzie District returned to North West Territories and Yukon Branch, Ottawa. In the years 1923 to 1928 he did exploratory work on Baffin Island along the Arctic Coast and eastern coast of Hudson Bay. In 1928-29 he did similar work on King William Island, Boothia Peninsula and Coronation Gulf.



H.M.S. "Terror" nipped by the ice in Fox's Channel.
(From a "Narrative of Expedition in H.M.S. "Terror" on the Arctic Shores, 1836-7, by Capt. Back, R.N.)



Another incident in the search for Franklin. H.M.S. "Phoenix" and the "Breadalbane" at the moment when the latter was crushed and sunk. The field of ice easing off from the "Phoenix" passed astern to the "Breadalbane" and entered her bow, she filled and sank in less than 15 minutes in 30 fathoms of water. Dedicated to Captain and Crew of the "Breadalbane" by E. A. Inglefield.



Native igloo, Cape Dorset, Baffin Island, North West Territories.

since observed it would appear that the strength of some members of the party soon began to fail, as at many points along the coast line from Franklin Point, which lies only 15 miles south of Victory Point, to Starvation Cove (at the north-eastern angle of Adelaide Peninsula) graves have been found and also not a few skeletons of white men whose comrades were evidently in too serious a condition to bury them.

The postscript of 1848 stated that 105 men left the ships, but of these more than one-half are not yet accounted for. The trail followed to Starvation Cove, where many skeletons were found, is clearly marked, but beyond that point nothing has been found with the exception of a cache and remains of a boat which were located by Anderson and McClintock on Montreal Island. Both the articles in the cache and the remains of the boat may well have been placed in the position in which they were found by natives who frequently travel along this route.

It would therefore appear that all of the original party to leave the ships either perished along the route of travel so well marked by their graves, or that the party divided and that the last of those proceeding towards Back River died at Starvation Cove. The fate of those who separated themselves from

this party is as yet unsolved. That they could have undertaken to reach Back River by an overland route, by leaving the south coast of King William Island at some point west on Simpson Strait, is very improbable, as their route would surely be quite as clearly marked as that followed by the others, and this is certainly not the case. The alternative would be that when the strength of the personnel showed serious signs of failing, half or more of the party were sent back to the ships, while the others, probably the more exhausted, either moved ahead slowly or remained in camp at Starvation Cove, where so many are known to have died.

The party left Victory Point about the end of April and might under the circumstances occupy 60 days in reaching Starvation Cove. If at that time it was seen that to continue in their endeavour to reach Great Slave Lake was for many of them hopeless, the one hope of improving their condition would lie in the possibility of returning to their ships, freeing them from the ice and bringing supplies to those unable either to proceed or return to the ships. While it cannot be said that there is complete evidence that this course was adopted, facts established by those who have visited the country, together with more or less

authenticated information secured by the writer during the past year, may readily be fitted together to conform with this theory.

The first visit made to the shores of King William Island after the loss of the Franklin Expedition was in 1858 when Captain McClintock, supported by Lieutenant Hobson and Captain Young, came by way of the Atlantic to the eastern end of Bellot Strait, where they wintered their vessel, the "Fox," in Port Kennedy, and later during the Spring of 1859 travelled by dog-team to King William Island, Montreal Island, Adelaide Peninsula and Prince of Wales Island. Captain Young was detailed to make an examination of that part of the coast line of Prince of Wales Island that had not yet been examined by any of the many Franklin relief parties. To his efforts the world is indebted for its present knowledge of several hundred miles of coast line which had not, up to that time, been travelled by white men, but his efforts disclosed nothing of interest regarding the fate of the Franklin party.

Captain McClintock and Lieutenant Hobson travelled together to Cape Victoria, where they separated. McClintock crossed Sir James Ross Strait in a south-easterly direction to the coast of King William Island, while Lieutenant

Hobson held a more northerly course to the same coast line, striking it at a point some miles to the north of the point at which McClintock reached land.

Captain McClintock, following south along the east coast of the island, was met by many evidences of the fate of the Franklin Expedition. At two points along the eastern coast native camps were found where relics of the lost party were in evidence. While many minor articles were obtained, the bulk of the material seen which must have come from the Franklin party was composed of lumber or wood,—barrel hoops and copper sheeting which undoubtedly came from a ship either abandoned or wrecked. The natives informed McClintock that these materials had come from a ship which had been broken up at a point some distance to the west and south, which might indicate a wreck on the western coast of the island or the ship later reported as abandoned off the north-west coast of O'Reilly Island. Both McClintock and Hobson followed the entire length of the western coast of King William Island without finding any indication of a vessel; nor did either Hall or Schwatka, who both visited these natives some years later, elicit any story of a wreck in that area. The story of the ship which sank off O'Reilly Island, as told to both Hall and Schwat-



Royal Canadian Mounted Police and Hudson's Bay Company igloo at mouth of Back River.



SIR JOHN FRANKLIN.



LADY FRANKLIN.



SIR GEORGE BACK.



SIR JOHN RICHARDSON.

Searchers in the north.



Sir John Franklin.

From a Painting by William Derby.



Igloo, Netselik Fiord, March, 1924.

ka, was that much of the plunder gathered together by the natives was left on board with the intention of bringing it ashore at a later date but that the ship sank before this was done.

The more likely source of the wood, that at the time of McClintock's visit to the east coast of King William Island was plentiful in the native camps, would be the wreck which has lately been reported as lying off Matty Island. No doubt at the time of McClintock's visit more wood remained to be salvaged from this wreck, in which event it is more than likely that the natives, in fear of the white men appropriating it, would give wrong information as to its location.

Both McClintock and Hobson examined the ship's boat in Erebus Bay on the west coast of the island, in which they found not only two skeletons of white men but a number of trinkets which would certainly have been taken by any natives had they visited this section of the coast between 1848 and the date of McClintock's arrival. This together with the fact that any native signs seen along this coast appeared to McClintock to be many years old prompted his statement that:—

"No part of the coast between Cape Crozier and Cape Felix has been visited by natives since the advent of the Franklin party."

This would nullify the statement made by the Netchellek natives camped on the eastern side of the island that the wood in their possession came from the western coast. McClintock and Hobson



Franklin headquarters at Beechey Island south-west of North Devon Island, North West Territories. Dr. F. G. Banting in the foreground.

reported the sled on which the ship's boat was loaded when seen by them at Erebus Bay was headed north-east or directly along the line of march of a party returning to the ships off Victory Point. They estimated the sled and boat to weigh 1,400 pounds and gave as their opinion that a party abandoning it while travelling south would not take the trouble to turn it completely around, and that in their opinion the party that left this boat were returning to the ships.

One other isolated fact reported by McClintock was the finding of a knife in a cairn on the eastern coast of the island near Cape Livingstone, which he thought must have been deposited by white men.

It is anything but probable that the crews of the two ships spent nearly two years in the ice and undertook no exploratory trips by which they would have been able to gather information concerning the few miles which separated them from the coast lines visited by explorers who had preceded them. It is much more likely that at the time the ships were abandoned much precise information had been secured which prompted the attempt to reach the mouth of Back River. The party under Crozier undoubtedly undertook the best route by which to reach the mouth of

(Continued on page 600)



The "Mary" left on Beechey Island by a Franklin Relief Expedition, Lancaster Sound off North Devon Island, North West Territories.



Netsilingment woman with her two husbands, Gjoa Haven, King William Island, North West Territories, April 1929.



Sketch map giving details of various searching parties in the north as set forth in the present article.

James Fitzgibbon Captain R.N. 1847
 H. M. S. ship Erebus and Terror
 Wintered in the Ice in
 25 of May 1847 { Lat. $70^{\circ} 5' N$ Long. $98^{\circ} 23' W$
 Having wintered in 1846-47 at Beechey Island
 in Lat. $74^{\circ} 45' N$ Long. $91^{\circ} 55' W$ after having
 ascended Wellington Channel to Lat. 77° and returned
 by the West side of Cornwallis Island
 John Franklin commanding the Expedition
 All well
 Whoever finds this paper is requested to forward it to the Secretary of
 the Admiralty, London, with a note of the time and place at which it was
 found or, if more convenient, to deliver it for that purpose to the British
 Consul at the nearest Port.
 QUICONQUE trouvera ce papier est prié d'y marquer le tems et lieu ou
 il l'aura trouvé, et de le faire parvenir au plutot au Secrétaire de l'Amirauté
 Britannique à Londres.
 CUALQUIERA que hallare esta Papel, se le suplica de enviarlo al Secretario
 del Almirantazgo, en Londres con una nota del tiempo y del lugar
 donde se halló.
 Een ieder die dit Papier mogt vinden, wordt hiermede verzocht, om het
 zelve, ten spoedigste, te willen zenden aan den Heer Minister van de
 Marine der Nederlanden in 's Gravenhage, of wel aan den Secretaris der
 Britsche Admiraliteit, te London, en daar by te voegen eene Notitie
 inhoudende de tyd en de plaats alwaar dit Papier is gevonden geworden.
 FINDEREN af dette Papiir ombedes, naar Leilighed gives, at sende
 samme til Admiralitets Secretairen i London, eller nærmeste Embedsmand
 i Danmark, Norge, eller Sverrig. Tiden og Stedet hvor dette er fundet
 ønskes venskabeligt paategnet.
 Wer diesen Zettel findet, wird hier-durch ersucht denselben an den
 Secretair des Admiralitets in London einzusenden, mit gefälliger Angabe
 an welchen Ort und zu welcher Zeit er gefunden worden ist.
 Party consisting of 2 Officers and 6 men
 left the ship on Monday 24th May 1847
 G. M. Fox Lieut
 Chas. J. Des Voeux Mate.

This document found by Lieutenant Hobson at Victory Point in 1859,
 is the only known record of the expedition after entering Lancaster
 Sound.



Position of H.M.S. "Terror" on February 22nd, 1837.
(From a "Narrative of Expedition in H.M.S. "Terror" on the Arctic Shore, 1836-7, by Capt. Back, R.N.)



From a Painting by Stephen Pearce.
 The Arctic Council discussing a plan of search for Sir John Franklin. The members of the Council are:—Admiral Sir George Back, F.R.S., John Barrow, F.R.S., Rear-Admiral Sir Francis Beaufort, F.R.S., Rear-Admiral Frederick William Beechey, Admiral Edward Joseph Bird, Admiral William Alexander Baillie-Hamilton, Rear-Admiral Sir William Edward Parry, F.R.S., Sir John Richardson, F.R.S., Admiral Sir James Clark Ross, F.R.S., Lieutenant-General Sir Edward Sabine, F.R.S.



Cenotaph to memory of Sir John Franklin erected by Captain McClintock, Beechey Island, south-west of North Devon Island.

(Continued from page 595)

Back River, but it is more than likely that they had knowledge of the water route through Ross and Rae Straits which also leads to that point.

The next visitor to King William Island was Captain Hall. He spent from 1864 to 1869 on Melville Peninsula upon which he travelled extensively, reaching Igloodik and, passing through Fury and Hecla Strait, proceeded south to Parry Bay and later crossed westward to the western side of Boothia Peninsula and on to the south-eastern coast of King William Island.

While Hall saw little of the country over which the Franklin party travelled after leaving their ships, he heard during conversations with the Eskimos at widely separated points a number of stories which would appear to bear directly on the fate of the last surviving members of the party. Hall reports a cairn on the west coast of Boothia near Castor and Pollox River, upon which a stone was placed, one end pointing towards Cape Colville, with Cape Livingstone in line further to the north-west. It was at Cape Livingstone that McClintock found a cairn and a white man's knife. Hall reports still another cairn on the eastern coast of Simpson Peninsula at Cape Clouston, with a nar-

row stone pointing to a small island offshore to the north-east and along a line which, if prolonged, would reach the north-western coast of Melville Peninsula.

Captain Crozier had, some years prior to the sailing of the Franklin Expedition, been a member of the expedition undertaken by Parry and Lyon which spent a considerable time in the vicinity of Fury and Hecla Strait where he (Crozier) was known to the natives by the name of "Aklooka". Amongst the information brought back by Hall were the stories of several natives dealing with the presence of white men at Boothia Isthmus (Netchelu) and on the northern part of Melville Peninsula. One story secured from a Netchelu native told of the coming of "Aklooka" and three white companions to the Isthmus of Boothia where they spent a Winter with a native in the early fifties. Other stories state positively that white men were seen on the northern end of Melville Peninsula at about the same period.

Hall appears to favour the theory that some of the party survived for at least six years after the ships were abandoned. He also suggests that the white men reported on the Melville Peninsula about 1854 arrived from the

Franklin ships by way of Cape Livingstone (east end of King William Island), Murchison River and Cape Clouston (east coast of Simpson Peninsula).

Lieutenant Schwatka, who examined, at a more favourable season of the year than his predecessors, practically all the territory which the Franklin party are known to have traversed, corroborated much of the information secured by McClintock and Hall and added apparently well authenticated details of the sinking of one of the ships at a point north-west of O'Reilly Island. He also secured a native story of evidences of white men having been seen on the western shore of Adelaide Peninsula at a point at no great distance from this wreck. Another native story, to which Schwatka attached much importance, dealt with many papers and books which were found by the natives at what appeared to be a hospital camp at Terror Bay (south-west King William Island). These, according to this story, had been given to the native children and were either lost or destroyed. It was Schwatka's opinion that these lost papers formed the records of the Franklin Expedition. This conclusion is, however, heavily discounted by Schwatka's own statement that when the natives who had seen these papers were shown a printed book and a handwritten journal, they stated that the papers at Terror Bay were like the printed book.

From the date of Schwatka's visit in 1878-79 to King William Island, no new evidence as to the fate of the Franklin party was secured until 1923 when Knute Rassmussen of the Fifth Thule Expedition (Danish) spent the Summer near Tullock Point. Rassmussen visited a number of points on the south and west coasts of the island, secured some relics of the Franklin party and re-interred some of the remains of white men which he found along the coast line. It does not appear, however, that he secured any further evidence concerning the fate of the last survivors of the expedition. During the same year Mr. Peter Norberg, of the Hudson's Bay Company, arrived at the site of Rassmussen's camp, where he erected a small trading post. Norberg also secured relics of the Franklin Expedition, which were forwarded to the Canadian Government, but brought no new information regarding the movements of its personnel.

In 1925-26 the writer spent some months near Tullock Point, making several trips to the eastern part of the island, where many of the Netchelu tribe of Eskimos were met with. From several different native sources it was learned that these natives had for many years been aware of the fact that the wreck of a large vessel lay submerged off the north-eastern extremity of Matty Island. At this time the information received dealt with a sunken ship only.



Making camp near Wager Inlet, May 1926.



From a Painting by Thomas Phillips.

Sir John Franklin.

The original is in the National Portrait Gallery, Ottawa.

As it was not possible for the writer to remain in the vicinity of King William Island until the sea at this point would be free of ice, nothing could then be done to check this story. The information, however, covered the fact that two old men who made their home on the east coast of the Isthmus of Boothia were more familiar with this area than were the others. During 1928-29 the writer again visited this area, spending the winter at Gjoa Haven.

In April, 1929, both of the old men above referred to, Enukskak and Nowya, visited Gjoa Haven, and the writer secured a statement from them. It may be said that these natives are men apparently of more than 60 years of age. This is, of course, a matter of conjecture as no primitive Eskimo has any precise knowledge of his age nor in fact does he think in numbers greater than 10.

When they were both young men, possibly 20 years of age, they were hunting on the ice in the area immediately north-east of Matty Island. When crossing a low flat island they came upon a cache of wooden cases carefully piled near the centre of the island and about 300 feet from the water. As described by them this cache covered an area 20 feet long and five feet broad and was taller than they were (more than five feet). The cache consisted of wooden cases which contained materials unknown to them, all of which were enclosed in tin containers, some of which were painted red.

To them and one other native with whom they shared the find, the wood in the outer casings formed the only prize. They said that on the outside of the pile of boxes the wood appeared old but the parts sheltered from the weather were still quite new. All of the boxes were opened by the natives and the wooden cases divided between them as the lumber was much desired for the manufacture of arrows. Enukskak's share was 11 cases, Nowya's nine and their friend's two, making 22 cases in all. After the wood had been divided they opened the tin containers but found them to contain materials of which they then had no knowledge. In a number they found a white powder which they called "white man's snow" which they and their families threw up into the air to watch it blow away. Since learning more about the white man's supplies they have come to the conclusion that some of the cases contained flour, some ship's biscuits and some preserved meat, prob-

ably pemmican, but they were still uncertain as to the contents of a part of the cache.

All of the tin containers were cut open. The empty tin containers were left scattered on the ground.

They also secured at this time a number of planks being approximately 10 inches wide and three inches thick and more than 15 feet long. These they found washed up on the shore of the island upon which they had found the cache and on the shore of a larger island nearby. Before the time of the finding of the cache on the island the natives had frequently found wood and thin iron (apparently, from their description, barrel staves and hoops), at various points along the coast lines in this area.

The wreck itself, which had long been known to the natives, lay beneath the water about three-quarters of a mile off the coast of the island upon which the cache was found. At the time they found the cache no cases had been opened and all were still closely piled together, indicating that whoever had put the cache in position had not revisited it.

Enukshakak and Nowya both gave it as their opinion that the boxes had been put on the island by white men who had come on the ship which lay on the reef offshore. When asked what remained upon the site of the cache both natives said that a few years ago when they had last visited the island only the marks of rusty tins were to be seen. The writer visited this island in April, 1929, but found a low flat terrain still covered with snow and was therefore unable to even check up the rust stains which should still be in evidence.

To recapitulate the known facts and natives' tales, which tend towards the theory that the Franklin ships were re-manned and eventually arrived, one off O'Reilly Island and the second off Matty Island, and were there wrecked each with a crew aboard:—

McClintock reports that two native settlements on the east coast of King William Island (along Wellington Strait) were visited where wood, such as would have been salvaged from a wreck, was more or less plentiful. He also reports a third settlement at Boothia Point where wood was in evidence.

A cairn containing a white man's knife was found at Livingstone Point.

The boat found by himself and Lieutenant Hobson at Erebus Bay was pointing towards Victory Point, indicating that it had been abandoned on the march towards the ships and not towards Back River.

Hall reports cairns at Castor and Pollox River and Clouston Point, surmounted by long stones which appeared to indicate the route of travel as leading from the cairn found by McClintock at Livingstone Point to Castor and Pollox River, then to Clouston Point on the eastern coast of Simpson Peninsula, and from thence in a north-easterly direction across Committee Bay to the northern end of Melville Peninsula.

Hall also secured information from the natives that white men had wintered on the Isthmus of Boothia and that approximately the same number of white men had been reported on north Melville Peninsula during the period 1853-54-55.

Schwatka learned of the ship frozen in the ice a short distance north-west of O'Reilly Island with one dead man aboard and of the evidences of white men having visited the west coast of Adelaide Peninsula not far from the location of this ship. He also corroborated McClintock in many details of evidence found along the western coast of King William Island, including the statement that the boat at Erebus Bay was abandoned while returning to the Franklin ships.

To the above the writer can only add the native history of a wrecked ship north-east of Matty Island and the finding of a cache on a small island close to the scene of this wreck.

Should Hall's reports be disregarded as not entirely essential, the data gathered by McClintock, Schwatka and the writer, if accepted, can only be harmonized by the theory that the ships were eventually brought to their final resting places while more or less under the control of their crews.

The principal significance of this lies in the fact that a crew undertaking to bring the ships out of the ice would most certainly carry with them the log books of each ship and in all probability the complete records of the expedition to date. This theory would account for the fate of many of the party and also for the complete absence of any written records of the expedition.



Coco palms, Pearl Harbour.

Canada's Link with Hawaii

By ROBERT WATSON

PALM trees, coral islands, surf-ridden beaches, yellow sands, tropical sunshine and a dusky, indolent, happy humanity—such is the lure of the Hawaiian Islands, now part of the United States, at one time all but British.

Even to-day, floating alongside the Stars and Stripes, one may see the Union Jack but on a background of red, white and blue stripes, for that, strange to say, is the territorial flag of the Hawaiian Islands and is likely so to remain, for there is an affection, a tradition, a reverence attaching to the flag of a territory by its people that cannot be lightly flouted or set aside. And it does one good to see these flags floating side by side, in portend perhaps of a happy and peaceful future when there will be a still closer union between the English-speaking people of the Old World and the New.

British and Canadian interests in the Hawaiian Islands, or the Sandwich Islands, as they were called in their earlier history, have always been considerable.

To Captain Cook, a British seaman and explorer, is attributed their discovery and proper charting in the year 1778, when he landed with his ships the "Resolution" and the "Discovery", naming the Islands after his patron, Lord Sandwich, First Lord of the Admiralty.

Earlier discovery is spoken of, by the Spaniard, Gaetano, in 1555, but if this was so, the Spanish Government did not make the discovery known. And tradition further states that two ships belonging to the fleet of Alvaro de Saavedra were shipwrecked there as far back as 1528.

Situated as these Islands are in the Mid-Pacific, almost directly in the way of any ships making round the Horn for the Orient or for the western shores of the United States and Canada, it

was only natural that they should prove an attraction for the early explorers, traders, rovers and buccaneers, and become more or less a stopping-off place on a long voyage, a place of replenishment, a place of trade and barter with the natives.

Captain Cook's direct connection with Canada is that he sailed for Canada in 1759, under Admiral Boscaiven, holding then a master's warrant. He was present at the famous landing beneath the Heights of Abraham, Quebec, in that year.

Cook first landed at Waimea, on the Island of Kauai, in 1778. His next call was at Kealahou Bay, on the Island of Hawaii, in 1779. On this occasion, he landed at Napoopoo and the natives took him for a reincarnation of the god, Lono, setting him upon a heiau, or place of worship, and paying him all the honours of a god. But this did not last long. Quarrels took place, with breaches of etiquette attributable no doubt chiefly to a lack of understanding between peoples with widely divergent education and ethics. A native chief was killed, and this cul-

minated in an attack on the Cook party, in which Captain Cook met his death at the water's edge by stabbing.

In 1874 a monument was erected to the memory of Captain Cook by some of his fellow countrymen, upon ground which is now the only British territory in the Hawaiian Islands.

In 1928, the sesqui-centennial of Captain Cook's landing, a memorial tablet was placed in the water as near as could be ascertained to the actual spot where Cook met his death in 1779.

Another Cook monument now stands in front of the Government Archives building in Honolulu, on the Palace Grounds, bearing the following inscription:

"Captain James Cook, Forerunner of Modern Civilization in the Pacific Ocean. In Hawaii 1778-1779.



ROBERT WATSON

will be remembered as the author of "The Story of Norway House" which appeared in the August issue of the Journal.



Tablet to the memory of Captain Cook, Island of Hawaii.

"In memory of the High Chief Hoolulu, High Chiefess Kinoole, and his son Keola-o'-Kalan—(Benjamin Franklin Pitman)."

It is not the intention to give here a history of the Islands, but rather to touch on their direct Canadian connections and the wider British connections that one might say were, in their universality, at the same time Canadian.

The harbour of Honolulu was discovered by the English sea captain Brown, in 1794, while John Young, a Britisher and the chief adviser of King Kamehameha I, is credited with the founding of the city in 1816.

Another Britisher, and with considerable Canadian associations, one whose memory is greatly revered even to this day by Hawaiians, is Captain George Vancouver, to whom is attributed the progress in early days of Hawaiian agriculture and stock-raising.

Vancouver anchored off Waikiki Beach in 1794, and Hawaiian history gives him the credit of presenting the

first cattle to the Islands—a pair of long-horn Spanish—to King Kamehameha I, on February 14th, 1793, at the Port of Kawaihae, in the Island of Hawaii.

The first horse on the Islands was presented to King Kamehameha by Captain Cleveland in 1803.

The Island of Hawaii is largely taken up today with the famous Parker Ranch, where stock-raising has been reduced to a fine art.

Cattle thrived well on Hawaii, and 45 years ago the wild cattle on the ranges vastly outnumbered those branded and personally owned, while bands of wild horses at one time roamed the country in large numbers. The Hawaiian Islands still have their cow-boys who, for riding and roping, are second to none.

British influence in the Sandwich Islands became greatly strengthened with the advent of the Hudson's Bay Company in 1834.

As far back as 1829, Richard Charlton, English Consul at Honolulu, is recorded

as receiving shipments from the Hudson's Bay Company from Columbia River, and acting as the Company's agent. In 1834, Mr. George Pelly was sent out by the company from London, when a permanent agency was established by the company as an outlet for salmon and lumber from the Canadian north-west.

During the company's operations, many famous old ships, belonging to them, or chartered by them, are shown on the records as having called—"Columbia", "Vancouver," "Cowlitz," "Darby", "Royal", "Brothers", "Nepaul", "Admiral Moorson", "Mary Dare", and many others.

Amongst the passengers on the "Ner-eide", which called at Honolulu in 1836, were the Rev. Herbert Beaver, chaplain to the company, and his wife, on their way to join the colony in the north-west.

The earliest location of the company's premises was on the Ewa, or north side of Nuuanu street, adjoining the "Blonde" lot, cornering on King street. The premises were named, "Aienui", meaning "Great debt", perhaps in reference to the company's policy of grant-

ing credit on reasonable security, such as was and still is granted to the Indians on their prospective Winter catch of furs.

This depot is remembered as a two-storey, shingle-sided building, standing end on to the street.

Governor George Simpson visited the Islands in February, 1842, on the ship "Cowlitz" from Vancouver, via San Francisco and Santa Barbara, while on his journey round the world.

The company took an important part in these early days in upholding local Government and in aiding those in office in their efforts toward local improvement and the social uplift of the natives. So much was this repeated aid appreciated, that in 1846 a selection of Hawaiian fancy wood was sent by the Hawaiian Government to A. Barclay, London, England, to be made into a table each for Sir George Simpson and Sir J. Henry Pelly, "in esteem and gratitude for important services", doubtless referring to their labours for the recognition of Hawaiian independence.

In 1846, the company arranged for the removal of its premises to the corner of Queen and Fort streets, and



Lava flow, Kilano.



Monument in memory of Captain Cook in front of the Archives Building, Honolulu.

the best part of that year was spent in the erection of a two-storey coral building, with slate roof, fronting on Queen street, and one-storey buildings along Fort street. The store stood end on to the street, but some little distance off the road, having a front veranda partly enclosed; the stairs were in front at the right side of the doorway leading to the upper veranda.

Chief Factor James Douglas visited the depot in 1848. On November 26th, 1859, the Hudson's Bay Company advertised its withdrawal from business on the Islands, and in August, 1860, Mr. Bissett, the company's agent, with his wife and child, left for Victoria by the "Jenny Ford," thus terminating an interesting if not financially profitable period of trading.

The writer is indebted to Mr. Thomas G. Thrum of Honolulu for much of the foregoing information regarding the Hudson's Bay Company's locations on

the Island of Oahu, the city of Honolulu.

The company's agents at Honolulu were Richard Charlton, George Pelly, George T. Allan, D. MacTavish, Robert Clouston and James Bissett.

While the writer was in Honolulu this year and passing along the busy shipping section of Queen and Fort streets, he noticed on the top of what is known as the Campbell building a strangely-designed weather-vane whose symbol was a beaver, an animal not indigent to those Islands. From the fact that it no longer pointed the direction of the wind, he concluded the weather-vane was an old one. He inquired about it in the office of the occupiers, but none there seemed aware of its existence. Getting on the roof of the building, a close inspection disclosed a crudely-cut metal figure of a typical Hudson's Bay Company beaver, soldered to piping, of brass or some kindred metal. The letters, showing the points of the compass, were roughly cut, the N being missing; the whole evidently of considerable age. Further inquiry disclosed the fact that on the demolition of the Hudson's Bay Com-



Monument at Honolulu to King Kamehameha the First—the Napoleon of the Pacific.

pany warehouse, to make room for the present building, this weather-vane was found and set upon the new building by some workman whose bump of conservation was evidently greater than his bump of destruction.

Around the corner from this find, is a restaurant known as the Merchants' Grill. To this place the writer was directed by Mr. A. Pierce Taylor, Government Archivist for the Territory of Hawaii, to see the carved figure of a beaver, about 30 inches long and 12 inches high, an interesting but evidently much-neglected piece of work, roughly nailed to a back partition of the dining room. This carved beaver, he ascertained, had come from a place known as Nolte's "Beaver Coffee Saloon", an old place of resort of Hudson's Bay Company men. Prior to that it had been a sign belonging to the Company in its early days in Honolulu. These are the only known relics of the company still remaining in Honolulu.

Not so far from these scenes of early Hudson's Bay Company occupation, is Honolulu's famous Kawaiahao coral church, (the word Kawaiahao means



Japanese residents of Honolulu.



Tablet to the memory of David Douglas, botanist, in Honolulu.

iron and water,) and there, inserted in the wall, is a tablet to the memory of one who, while not directly connected with the company, has found a place for his name in several Hudson's Bay Company histories. This man was David Douglas, the renowned Scottish botanist and naturalist, after whom Canada's famous Douglas fir is named. David Douglas, it will perhaps be recalled, made a tour of Canada, visiting many Hudson's Bay Company posts and then travelled on to the Sandwich Islands. He met a tragic death on the Island of Hawaii, being found in a cattle pit or trap, gored to death, having evidently fallen into the pit while it was occupied by an infuriated animal.

The remains of Douglas were brought back to Honolulu, and now rest in the old Kawaiahao churchyard, but the actual grave is unknown. The tablet, a photograph of which is reproduced,



Hawaiian girl and typical grass hut, Island of Hawaii.

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Apia
Samoa
March 1891

Your Majesty,

I heard with sorrow of the death of the late

King, which was only tempered by the satisfaction with which I learned your Majesty's accession to the throne. The occasion is a sad one, but I hope and trust, the event is for the ultimate benefit of Hawaii. From what I learned of your Majesty's character in conversation, and of your Majesty's good works by the common report, I augur hopefully for Hawaii, when so much is to be hoped ^{from}, so much is sure to be effected by, a firm, kind, serious and not lavish sovereign. Brief as were my occasions to become acquainted I have ventured to count myself among your Majesty's friends and admirers; and it is with much more than conventional meaning, that I congratulate your Majesty on your Majesty's accession, and Hawaii upon her sovereign.

Thus the humble takes your Majesty's obedient servant

Robert Louis Stevenson.

Letter written by Robert Louis Stevenson to Queen Liliuokalani, who upon the death of her brother, King Kalakaua, became Hawaii's ruler.

Apia,
Samoa,
March, 1891.

Your Majesty:—

I heard with sorrow of the death of the late king, which was only tempered by the satisfaction with which I learned your Majesty's accession to the throne. The occasion is a sad one but I hope and trust the event is for the ultimate benefit of Hawaii. From what I learned of your Majesty's character in conversation, and of your Majesty's good works by the current report, I augur hopefully for Hawaii, when so much is to be hoped for, and so much is sure to be effected by a firm, kind, serious, and not lavish sovereign. Brief as were my occasions to become acquainted I have ventured to count myself among your Majesty's friends and admirers, and it is with much more than conventional meaning, that I congratulate your Majesty on your Majesty's accession, and Hawaii upon her sovereign.

I have the honour to be your Majesty's obedient servant.

ROBERT LOUIS STEVENSON.



Carved beaver, said to have been taken from Hudson's Bay Company warehouse when situated at Fort and Queen Streets, Honolulu, and formerly in the old "Beaver Coffee Saloon," Honolulu.

was sent to Honolulu from Scotland. It is now badly weather-beaten. The Latin inscription is becoming indecipherable.

This reads:—Hic Jacet, D. David Douglas, Scotia, annon, 1799, natus; Qui Indefessus viator, A Londinensi Regia Societate Horticulturali missus, In Havaii saltibus, Die 12a Julii, A.D., 1834, Victima scientiae interiit "Sunt lachrymae rerum et mentem mortalia tangunt," Virgil. This may be translated as follows:—Here lies Master

David Douglas, born in Scotland in 1799, who, being an indefatigable traveller, was sent out by the Royal Horticultural Society of London, and fell a victim to science in the wilds of Hawaii on July 12th, 1834. "Tears are due to wretchedness, and mortal woes touch the heart."—Virgil.

A new tablet from Scotland is being set up, having been obtained through the efforts of W. H. Baird, British Vice-Consul, who took a personal interest in the preservation of Douglas'



Japanese residents of the Hawaiian Islands.



Lanai at Waikiki, where Stevenson and family lived in 1889. The name of the house was "Manuai."

name throughout the world and a definite regard for the preservation of the original stone which it is understood will be faced with glass.

The walls of this remarkable church are of coral blocks hewn from the reef near the entrance to the harbour, and constructed by volunteer labour, the male members of the congregation having joined themselves into five bands and worked one day a week until the labour of love was completed.

It took six years to build the church, which was formally dedicated in 1842. The present structure is the fifth, all the previous ones having been grass houses.

Still another series of landmarks in Honolulu that are near to the heart of the Scot and the Canadian, in fact dear to all with whom the English language is mother-tongue, are the places associated with that great literary craftsman, Robert Louis Stevenson.



Captain Cook monument, Kealahou Bay, Hawaii.



Stevenson's Hut, now at Moana Valley, Honolulu.

In a bungalow, still preserved and close to the site of the old San Souci Inn, Stevenson finished the last two chapters of "The Master of Ballantrae", and from Waikiki he addressed his Preface to this book to Sir Percy Florence and Lady Shelley, on May 17th, 1889, in which he said:

"And at least here is a dedication from a great way off; written by the loud shores of a sub-tropical island near upon 10,000 miles from Boscombe, Chine and Manor, scenes which rise before me as I write, along with the faces and voices of my friends."

Stevenson was a sick man when he arrived on January 24th, 1889, by the "Casco" from Tahiti, with the members of his family. In Honolulu he hoped to regain his health and continue his literary work undisturbed.

The Secretary to the Embassy, Mr. Henry Poor, placed his lanai, or open bungalow, at Stevenson's disposal, and for a time, in this summer-house called Manuai the family resided.

It stands close to the sea-wall, looking out on the bay from Waikiki, and is to-day in much the same condition as it was when occupied by the famous author. Here, during the writer's visit, a native, in scant clothing, was squatted

on the veranda, mending a fishing net, busy on his job and all unconcerned about visitors—a scene out of the past into which R.L.S. might himself have stepped.

The lanai, inside, is an airy, wide place, unencumbered with too much furnishings. What furniture was there was chiefly of that beautiful Koa wood. Most of it is said to have been the property of the Royal Family of the Islands.

In this lanai many a cheery evening was spent by Stevenson with his friends, Royal and otherwise. Several luaus, or native feasts, were given in Stevenson's honour while resident there, but the place was too convenient and the Stevensons and Osbornes were too popular to permit of "R.L.S." getting the proper privacy which his work demanded, so another and more secluded house was found for him just a few hundred yards away, a place known as the Frank Brown house. Here Robert Louis Stevenson completed "The Master of Ballantrae," while Mr. Strong used the small outhouse nearer the beach as a studio. Both these houses are still standing and the Stevenson house is occupied. They are hard to find, however, unless one sets out after them determinedly or with a good guide. If

these places are not properly marked in the near future, there are apt to be so many Stevenson houses in which he wrote, and grass huts in which he sheltered, and trees under which he sat, that it will be hard to distinguish the actual Stevenson landmarks from the doubtful ones.

It was a matter of surprise to the writer, that the sight-seeing auto drivers passed the Stevenson landmarks without any apparent knowledge of what they were passing. But before he left he had the promise that this would be thoroughly cared for in the future.

Robert Louis Stevenson became keenly interested in the political affairs of this little kingdom and formed a close and lasting friendship with several members of the Royal Family—King Kalakaua, Princess Liliuokalani his sister, who later became queen, Princess Kaiulani and her mother, Princess Likelike. He gave them the benefit of his wide knowledge of world affairs and his naturally keen judgment.

In her introduction to Stevenson's "The Master of Ballantrae", Mrs. Stevenson (Fanny Osborne) says in part, regarding their Honolulu homes:—

"We had taken a cottage a little out of town on the Waikiki Road. The

greater part of the house consisted of the lanai, an arrangement peculiar to Hawaii. The lanai is, practically, a room with the sides either left entirely open or partially glazed, a delightful compromise with living out of doors. The other rooms were small and dark, so that the lanai was, perforce, our dining-room, our drawing-room, our music-room—it contained a piano—and our general work-room, and as one whole end of the lanai stood open to the entrance from the street, there could be no such thing as denying ourselves to visitors.

"Fortunately an old shanty stood in the grounds at some distance from the main house. My husband fled to this refuge, where there was comparative quiet and some chance of finishing those last two chapters which now hung heavily on his hands....

"The admiration my husband conceived for the Princess Liliuokalani (now the deposed Queen of Hawaii) on his first meeting with her, soon developed into a strong and abiding affection....

"My husband already felt the impending doom of the little kingdom and he and the Princess held many long conversations on the subject....

"About May 20th, 1889, my husband



Waikiki Beach.

was able to write to his friend, W. H. Low, "I have at length finished 'The Master'."

Near Tusitala street (how that name arouses interest!) is the famous Banyan tree, sometimes called the Kaiulani and sometimes the Stevenson tree. It is growing on what was once Royal ground, and under this tree Princess Kaiulani and Stevenson were wont to sit and talk.

A grass hut, also identified with these afternoon talks, was rescued by the Salvation Army officials when it was about to be pulled down. It was removed to the Army grounds in Manoa Valley in 1926 as an adjunct to their fine little tearoom.

In 1891, King Kalakaua died and Stevenson's friend, Liliuokalani, the late King's sister, became Hawaii's ruler.

Among the letters and documents seized at Washington Place, Honolulu, in January 1895, during Hawaii's troublous times, and stored in the Archives there for 30 years, unnoticed, was a letter from Robert Louis Stevenson to the new queen, congratulating her on her accession. This letter is dated from Apia, Samoa, March, 1891, and through the courtesy of Mr. A. Pierce

Taylor, the Government Archivist of Hawaii, we are privileged to reproduce it here.

On September 20th, 1893, after the fall of the little Kingdom of Hawaii, Stevenson again visited Honolulu. Queen Liliuokalani was then a prisoner in her own house, and her regal sway was over. Stevenson established at the Bella Vista cottage, at the San Souci Inn, and here he began his story, "The Wreckers." But for him the place had lost much of its former romance and charm.

On the San Souci grounds is a great, overspreading Hau tree, under which Stevenson is said to have made notes and day-dreamed. It looks a good spot upon which to day-dream, but not so good, we would think, for making notes.

The Stevenson interest does not end with Honolulu. Farther south, almost 500 miles, lies the Island of Molokai, with an area of 261 square miles. Here, in a little peninsula approximately 10 square miles, is the famous leper settlement about which so little is after all known—a village of doomed men and women and children, surrounded on three sides by lashing waves, with steep inaccessible mountains behind, 2,000 feet high; cut off except by boat and



Site of second Hudson's Bay Company Depot, Queen and Fort Streets, Honolulu.



Royal Hawaiian Hotel on old Palace Grounds, Waikiki.

one narrow trail on a mountain pass. There are two leper villages, Kalaupapa and Kalawao, two and a half miles apart. Here the first lepers were taken in January, 1866, and here the lepers have been isolated as found, ever since.

There was a time when little care was bestowed on these unfortunates, the main and practically the only idea being to put them away somewhere apart from the rest of humanity. And it was in such times that Father Damien chose to spend and end his days ministering to the needs of this sadly afflicted humanity, contracting the disease himself and dying of it as so many others had died or were doomed to die.

A little monument, below the lighthouse on the promontory, marks this martyr's last resting-place.

It may be recalled how one Dr. Hyde of Honolulu, made defamatory utterances concerning Father Damien's relations with the lepers of Molokai, and how unselfishly and how ably Robert Louis Stevenson jumped in to protect the dead man's honour, writing a "defence" that stands as a classic, a defence that silenced criticism and left a good name clear and unimpaired.

Even a glimpse of this leper settlement at Molokai is sufficient to leave one with a deep reverence for any brave

enough to face such problems as a daily duty, as a number of doctors and nurses are doing to-day, carrying out this Christian service which Father Damien started so many years ago.

To-day the villages of Kalaupapa and Kalawao are handled in a modern, sanitary manner, the people being segregated in a place perfect for the purpose. It is said that the patients are now being treated with considerable success with intra-muscular injections of the ethyl esters of Chaulmoogra oil.

In the villages, the inhabitants lead a normal life, as happy and contented as their unfortunate lot allows, and much more cheerful than outside folks have any conception of.

The places are neat and well kept, with a store, a moving picture theatre, a meeting hall and other community places, with even a local brass band; while radio brings the inhabitants in close touch with the outside world.

The disease, we learned, is not virulently infectious, even by contact, and many devoted people have spent years of their lives in the settlement in behalf of the lepers without themselves contracting it. There are about 480 patients in the Kalaupapa village to-day, and as one passes along, white crosses amongst the trees, on the foothills, tell their silent story.

The St. Lawrence Waterway

By BERNARD K. SANDWELL

IN THE purely Canadian stretch of the River St. Lawrence from Montreal up to Cornwall, Canada possesses the key to the most important waterway system in the world. At Cornwall, or rather at St. Regis on the south side, a few miles below Cornwall, the course of the river reaches the southern boundary of the Dominion, and from that point to the head of the Great Lakes the waterway is international as between Canada and the United States. But the 67 miles which connect this international waterway with ocean navigation at Montreal are entirely Canadian.

The international portion of the waterway is governed by the generally recognized principles of international law as embodied in the Boundary Waters Treaty of 1909 between the United States and Canada, by which navigation is declared to be forever free and open for purposes of commerce to the inhabitants and vessels of both countries equally, and the administration is placed under the control of The International Joint Commission appointed by the two Governments. The control of the purely Canadian section is in the hands of Canada, subject only to the limitation imposed by the Treaty of Washington (1871), which declares that navigation through this portion of the river "to and into the sea shall forever remain free and open for the purposes of commerce to the citizens of the United States, subject to any laws and regulations of Great Britain, or of the Dominion of Canada, not inconsistent with such privilege of free navigation". The canals alongside of the river were not included in this perpetual right of navigation.

The watershed from which the Great Lakes and the St. Lawrence River are the natural outlet is not only of immense area, extending inland for about 850 miles west of Montreal, and having a width of about 650 miles at its widest part. It is also divided only by an

almost imperceptible height of land from the adjoining watersheds feeding the Mississippi to the south and the rivers running towards the Polar seas to the north; these three watersheds between them constituting the whole of the great inland plain of North America. So slight is the separation that at Chicago, for example, millions of gallons can be and are pumped from the Great Lakes watershed to the Mississippi watershed, merely for the purpose of flushing the sewage of the city of Chicago, while at no very great distance from this point is a small body of water known as Lake Traverse which drains at one end towards the Mississippi and at the other towards Hudson Bay, and by means of which small steamboats can at times of high water actually pass from the one navigation system to the other.

There are thus three natural outlets from this great inland plain, each of which has its respective limitations.

The Hudson Bay route lies so far to the north that its use for sea-borne commerce is only possible for a very short time in each year. The Mississippi leads out from the plain in a direction almost exactly opposite to that of the vast bulk of the plain's traffic, which moves to or from Europe or the Atlantic coast ports of North America; moreover the channels of the river itself are difficult to keep open at even so moderate a depth as 9 feet. But the third outlet,



BERNARD K. SANDWELL was born at Ipswich, England, in 1876, and came to Canada with his parents in 1889. He was educated at Upper Canada College, and graduated from Toronto University in 1897 with honours in classics. For some years he was on the editorial staff of the Toronto News, and later Associate Editor and Dramatic Editor, Montreal Herald. From 1911 to 1918 he was Associate Editor and Editor, Financial Times, Montreal. In 1919 he became Assistant Professor of Economics, McGill University, and in 1923 was appointed head of English Department, Queen's University, which position he held until 1925. Besides his grasp of economic subjects, Mr. Sandwell is also the possessor of a ready humour and from his pen have come many works which have placed him in the front rank of Canadian humorists.



Royal Canadian Air Force, Photograph.

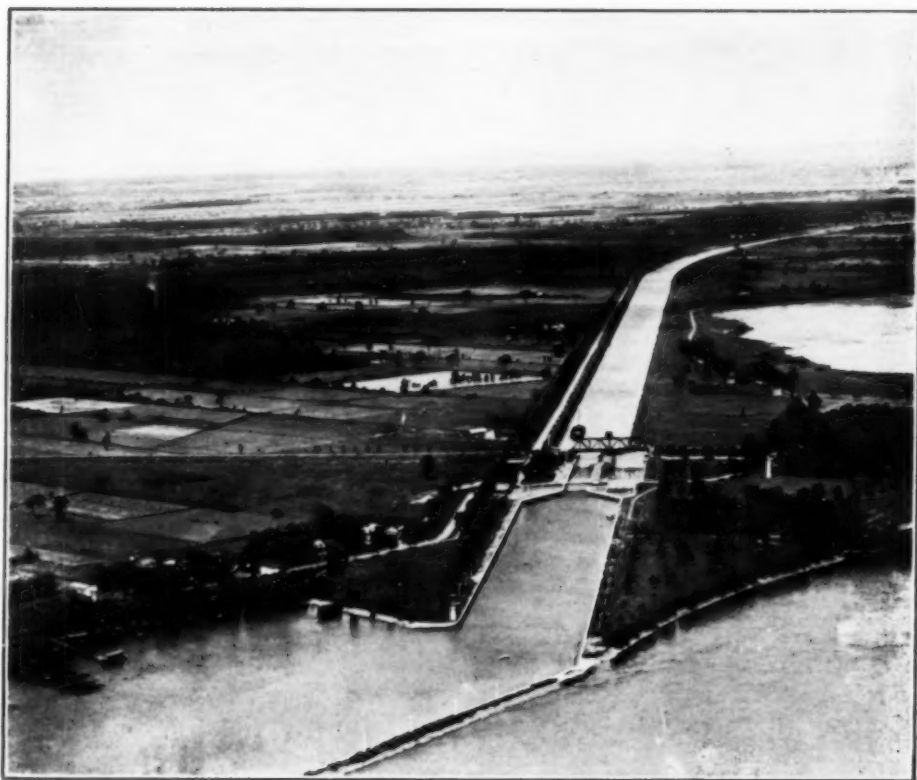
Junction of Ottawa River and St. Lawrence from south shore, showing Cascade Rapids and lower entrance to Soulanges Canal with Lake of Two Mountains in the background.

that of the St. Lawrence, has only one serious limitation, and that is the length of time during which it is closed by winter to navigation. It runs in precisely the right direction to suit the traffic which it has to carry. Its upper reaches expand over the whole area of the Great Lakes, providing it with a series of inland ports penetrating the plain in all directions at points many hundreds of miles apart. These lakes also provide exceptionally favourable navigation conditions, in open water, for almost the whole distance from Duluth at the head of Lake Superior to Kingston at the foot of Lake Ontario.

It happens also that the St. Lawrence-Great Lakes watershed in its lower reaches is separated by only a slight height of land from one of the smaller watersheds of the Atlantic coast, namely that of the Hudson River, which has the advantage of leading to the great

all-the-year-round port of New York. A barge canal and innumerable railway lines cross this height of land and establish connection between the Great Lakes navigation system and the ocean at New York and adjacent ports. There is also a proposal for the establishment of a ship canal to make this connection feasible for deep-draft vessels, by a route from Oswego on Lake Ontario to Albany or Troy on the Hudson River; but the cost of this work is generally estimated to be very much greater than that of an equally effective deep-draft link by way of the St. Lawrence, and while the ocean ports involved would be open 12 months in the year the waterway itself would not be open much longer than the St. Lawrence.

With the opening of the new Welland Ship Canal (a purely Canadian work but open by treaty and by international law to American commerce)



Royal Canadian Air Force, Photograph.

Western entrance to Soulanges Canal opposite town of Valleyfield.

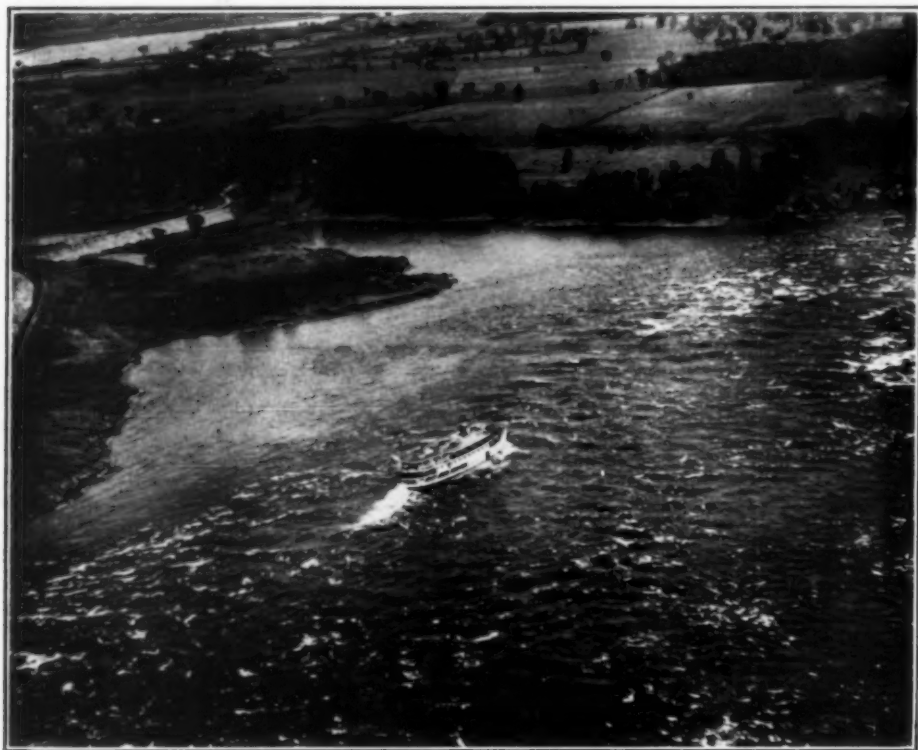
the whole area of the Great Lakes from Duluth to Kingston will be open to continuous navigation of 25-foot draft. At present the St. Lawrence link between this inland navigation system and the ocean is limited to a 14-foot draft in several canals running alongside of the rapids in the riverbed. Deep-sea navigation as established below Montreal is about 30-foot draft. The connection between the deep lake traffic and ocean traffic at Montreal is now established partly by canal service in vessels much smaller than most of those which operate on the lakes, and largely also by railway service between lower lake ports and Montreal. It follows therefore that the bulk of the through traffic from the lakes to foreign ports by way of Montreal undergoes two transshipments, while even that portion of it which comes down the lakes in vessels small enough for the St. Lawrence canals undergoes one trans-shipment, at Montreal.

The problem of providing a navigation link much deeper than 14 feet between Montreal and Lake Ontario has for many years engaged the attention of engineers and governments. Since a large part of the route is in international water, its improvement can only be effected by joint action. In recent years public interest in the navigation improvement has been greatly stimulated by the fact that it is possible to combine it with a vast hydroelectric power development, amounting in its final stages to more than 5,000,000 horse-power, of which about 1,630,000 horse-power would belong to the United States and the remainder to Canada.

The movement for the realization of this gigantic engineering scheme first began to assume a definite form in 1921, when the International Joint Commission completed a report for the Canadian and American Governments. It was considerably advanced in 1926,



Royal Canadian Air Force, Photograph.
Coteau Rapids looking down-stream, with Soulanges Canal on left and Canadian National Railways bridge in foreground.

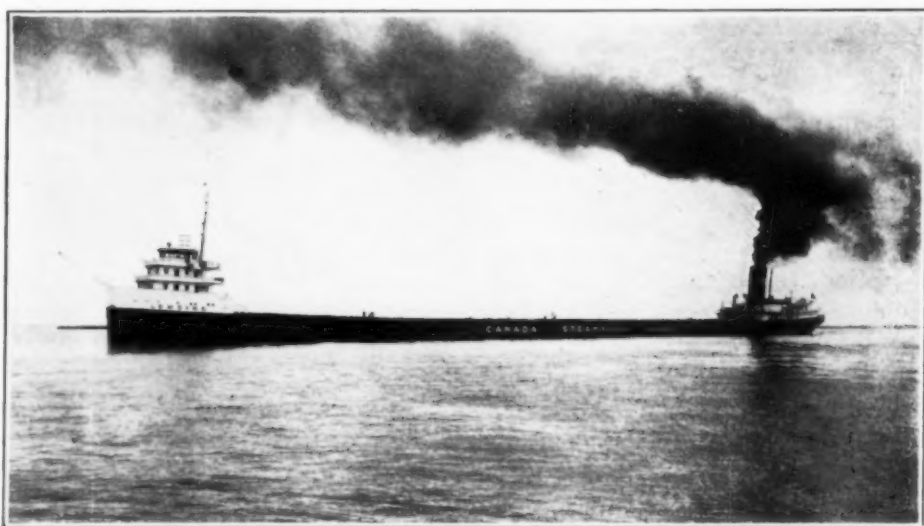


Royal Canadian Air Force, Photograph.
Long Sault Rapids looking down-stream; Sheek Island in background; Cornwall Canal on left of picture.



Royal Canadian Air Force, Photograph.

Town of Valleyfield and entrance to Beauharnois Canal, no longer in use for navigation purposes.



S.S. Lemoyne of Canada Steamship Lines, Limited, largest bulk freighter of her type in the world operating on the Great Lakes. The Lemoyne is 613 feet long and has a tonnage of 10,480.



Royal Canadian Air Force, Photograph.

Cascade Rapids; village of Melochville and lower entrance of Beauharnois Canal in foreground; lower entrance to Soulages Canal on opposite side of St. Lawrence; Ottawa River in background.

when a Joint Board of Engineers submitted a very fully detailed project for a 25-foot channel throughout the St. Lawrence and for the production of electric power in successive stages beginning with half of the total capacity of the international section, then adding the other half, and finally developing the purely Canadian power sources as required.

The feature of these proposals which has most forcibly gripped the popular imagination is undoubtedly the fact that by their execution all the important lake ports would be opened to the advent of ocean-going vessels of very substantial tonnage. Every harbour on the Great Lakes, from Buffalo to Duluth and from Toronto to Fort William, at once began to envisage itself as a great ocean port with liners coming to berth every day and flocks of tramp steamers bidding for cargo. As often happens, however, this feature is more striking than seriously important, and transport-

ation experts are pretty well agreed that only a very small percentage of the traffic using the improved waterway would ever go through in the same bottoms from foreign ports to lake ports and vice versa. Oceanic and lake-and-canal service are radically different in character, and the vessel which is efficient in the one service is very different in type from that which is efficient in the other. There is also the problem of getting a full cargo consigned to a single lake port with a limited hinterland, as compared with that of getting an adequate loading for Montreal, which is an effective gateway for most of Canada and a great deal of the United States.

The combination of power and navigation in a single engineering enterprise in international waters leads to some highly complex and interesting constitutional questions on both sides of the boundary. Sovereignty in both countries is divided between the federal and local governments. In both of them

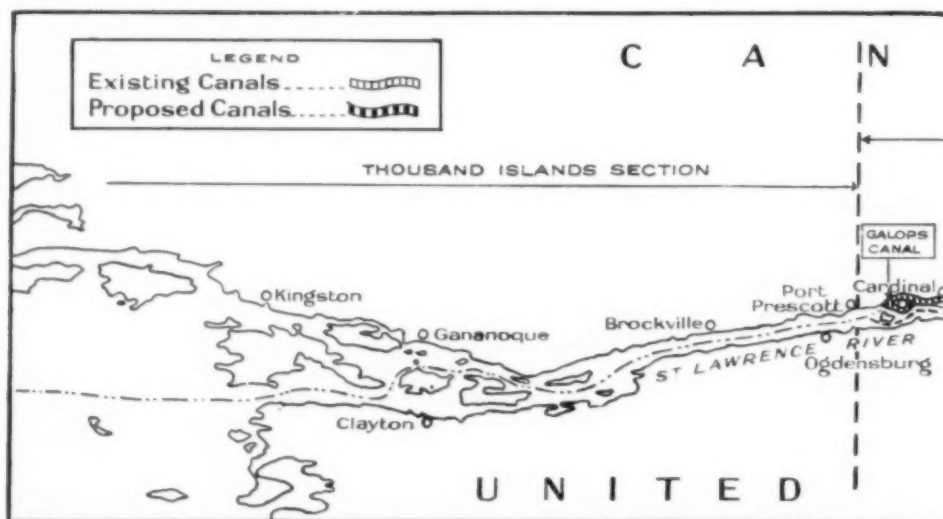
navigation is a federal matter, while water-power belongs to the States and Provinces. On the Canadian side some efforts have been made towards co-operative action between the Dominion and the Province of Ontario, the only Province with an interest in the international part of the St. Lawrence; but on the American side there has been no such progress in the relations between Washington and the State of New York, which State is definitely opposed to the St. Lawrence scheme and in favour of the alternative project of the Oswego-Hudson River deep waterway. The situation in the United States is rendered more difficult by the uncertainty as to the extent to which the United States Government can carry out a treaty which invades the sovereign powers of an individual State, whereas in Canada the constitution explicitly empowers the Federal Government to perform all acts which may be necessary for the carrying out of any treaty.

As regards the economic advisability of the project, it is obvious that the navigation and power elements in it must be discussed separately, and that for the purposes of the discussion some principle of division of cost between the two elements must be arrived at. Some assistance towards this division, for the international section, is afforded by the Joint Board of Engineers, which gives an estimate of 80 millions as the cost of the navigation improvement in that section without any power development. If this amount be charged to navigation, the estimates for the international section show a cost for power alone of 155 millions for 2,326,000 h.-p., or at the rate of about \$66.60 per h.-p., upon the completion of the full power development in that section. This is so low a price that it might well be argued that a considerable part of the navigation cost should be contributed by the owners or users of the power. But the power is claimed, on the American side

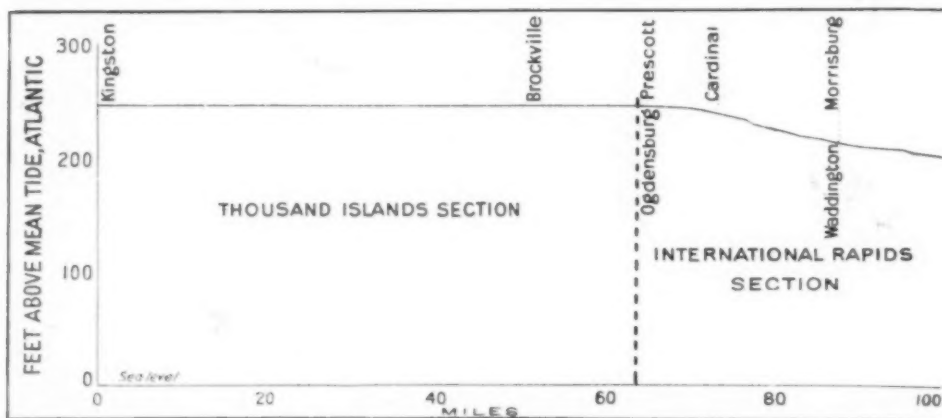


Royal Canadian Air Force, Photograph.

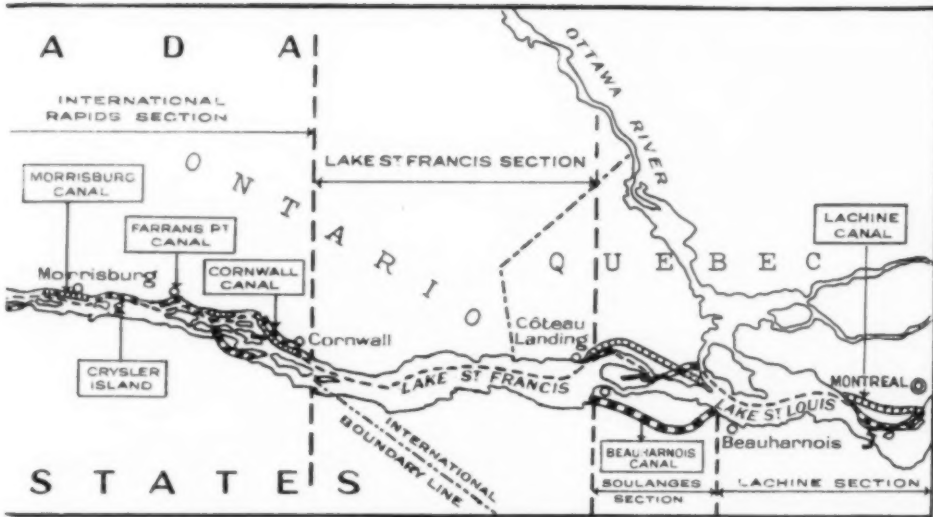
Cedar Rapids looking up-stream from north shore; plant of Cedar Rapids Power Company in foreground and plant of Canadian Light & Power Company immediately opposite; Beauharnois Canal in upper part of picture.



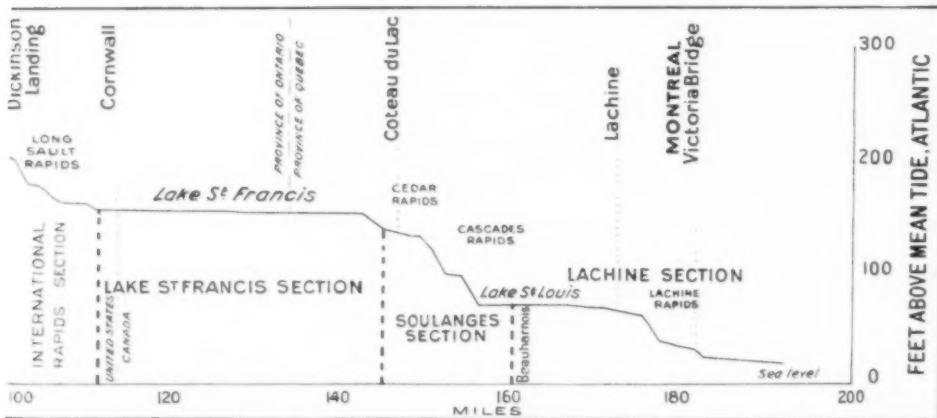
Sketch map of St. Lawrence River, showing existing canals and pro



Cross-sectional map of St. Lawrence River, giving details of the un



posed canals which form part of the St. Lawrence Waterway project.



dertaking as outlined in the article "The St. Lawrence Waterway".

by the State of New York, and on the Canadian side by the Province of Ontario, while the burden of providing for navigation rests in both countries upon the federal authority. The Dominion Government has recently set forth a principle, to apply to the division of cost in any water-power in navigable waters, in the following terms: "that the cost of locks and appurtenant works for navigation alone shall be a charge upon the Dominion, but that the cost

required for the development of power" shall be borne by the Dominion. Similar controversies are likely to develop on the American side, but whereas the Dominion Government is fortified in its position by its unquestionable right to perform any acts necessitated by treaty, the United States Government has no such means of imposing its will on the State of New York.

The economic advisability of developing the power in the international sec-



Royal Canadian Air Force, Photograph.

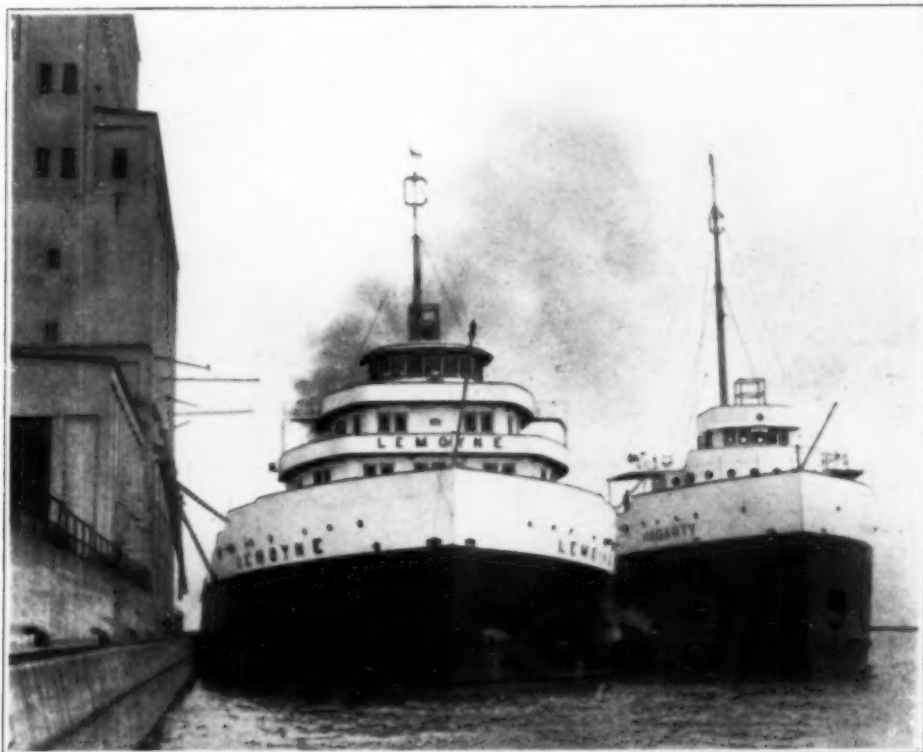
Long Sault Rapids looking north-west with portion of Long Sault Island on left, and present Cornwall Canal on right.

of building dams or channels, required for power purposes, but built to prescribed navigation dimensions, shall be borne by the body developing and marketing the power." This principle has not been accepted by the Ontario Government, which claims full proprietary rights in all water-powers within its territory, whether resulting from the improvement of navigation or not, and explicitly demands that "the cost of any works to improve navigation not

tion, even if a considerable part of the navigation cost be charged against it, is beyond dispute; the controversy is merely as to the extent to which Ontario or Canada should profit by its cheapness. The economic advisability of the navigation improvement is more controversial. The Brookings Institution, an important economic authority of the United States, has published a volume by a group of experts headed by Dr. Harold G. Moulton, in which the capital

cost of the improved waterway is placed at 742 millions. The maximum traffic is placed by these experts at 10,500,000 short tons per annum, making the cost about \$3.50 per ton, on which basis it would be quite impossible to justify the construction of the improved waterway. Professor Lesslie R. Thomson, of Montreal, has pointed out that Dr. Moulton has included an item of 430 millions for improvements in the Great Lakes which are partly unnecessary and wholly

for contingencies. Professor Thomson's own estimate of the cost properly chargeable to navigation, including 16 per cent for interest during construction (not calculated by the Joint Board), is 425 millions in place of Dr. Moulton's 742 millions, and the true annual cost including interest, maintenance and operation he places at 30 millions. It should be added that these figures are arrived at by charging the power development with the whole amount which it would



S.S. Lemoyne and S.S. Hagarty, of Canada Steamship Lines, Limited, moored alongside grain elevator at Fort William. S.S. Lemoyne is largest grain carrier on the lakes and holds world records for grain, coal and ore cargoes.

outside of the scope of the argument; and that he has further added 20 per cent to all of the Joint Board's estimates to compensate for what he considers an inevitable tendency among engineers towards underestimation. Professor Thomson points out that owing to the manner of their production the Joint Board's estimates "have far more authority than the usual run of estimates", and further that they already contain an arbitrary allowance of 12½ per cent

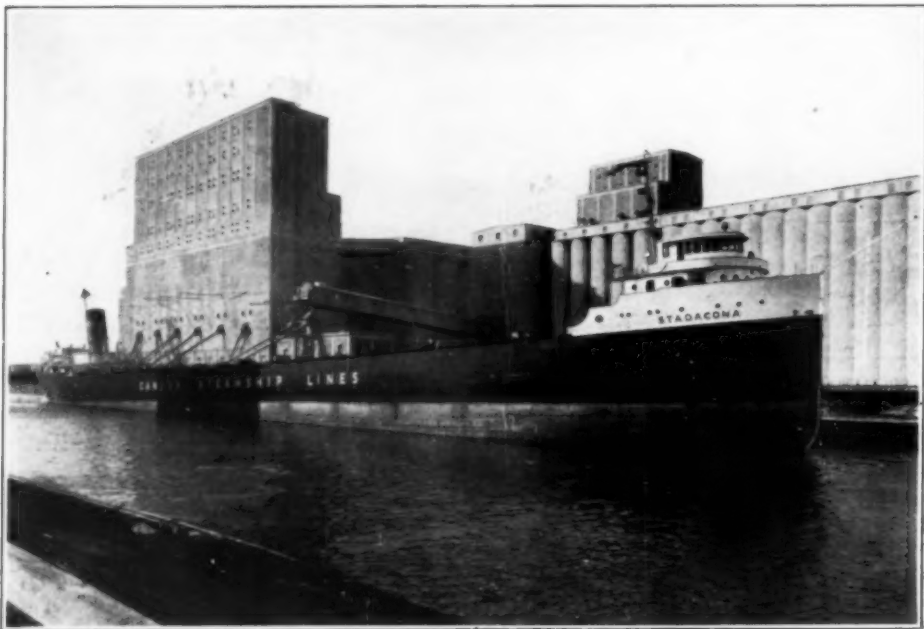
cost if executed as a separate work, giving to navigation the full benefit of the savings resulting from the execution of the power and navigation enterprises as a single work.

As regards the available traffic, Professor Thomson points out that Dr. Moulton's 10½ million tons is only 2 per cent above the present traffic on the unimproved St. Lawrence canals, with the Welland Ship Canal still unfinished. This he considers an unreason-

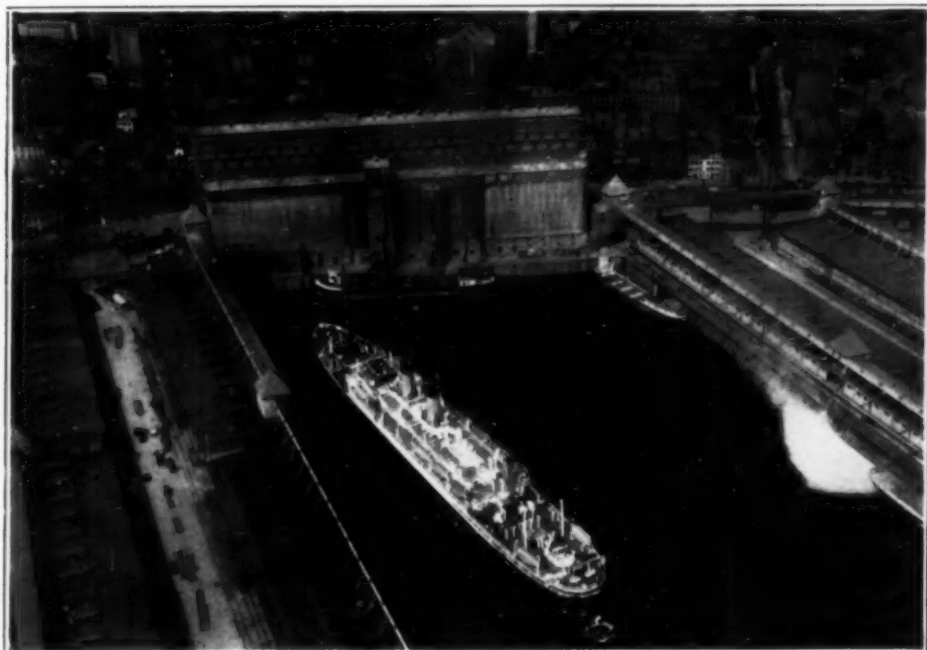


Royal Canadian Air Force, Photograph.

Upper entrance to Lachine Canal with town of Lachine and Lachine Rapids.



S.S. Stadacona, latest addition to grain carrying fleet of Canada Steamship Lines, Limited; she made her maiden trip on June 2nd and carried 421,896 bushels of wheat. She is shown here being loaded at Pool No. 4, Port Arthur.



Aerial view showing ship loading at grain elevator, Montreal.



S.S. Rapids Prince, of Canada Steamship Lines, Limited, in Soulanges Canal.

ably low increase to result from ten years' lapse of time and an increase of depth from 14 to 27 feet. The International Joint Commission estimated that the actual movement on the improved waterway would be 24 million tons, and several other estimates have been close to this figure. The cost per ton is thus reduced from Dr. Moulton's \$3.50 to about \$1.25.

As to the saving which the waterway may be expected to effect in the cost of moving freight, expert opinion is fortunately not quite so divided. The basic commodity of the eastbound traffic is wheat, and on this the Moulton volume predicts a saving of 4 cents per bushel, which Professor Thomson regards as "a little optimistic". There will of course also be savings on many other products moving in both directions, the amount of which cannot be estimated with any degree of accuracy. On Professor Thomson's figures, the total annual cost of the improved waterway is just a little below

four cents per bushel on the wheat traffic, so that the saving on other commodities may be described as profit.

Even when the distribution of the total cost as between power and navigation has been settled, there remains the further problem of the distribution of the annual cost between the two nations. There seems to be no possibility, in the present state of public opinion, of assessing any part of this cost against the traffic by means of tolls, an institution which was abolished on the Canadian canals many years ago; the whole cost of interest and maintenance will therefore have to be defrayed from the public revenues of the two countries. It is very difficult to estimate the relative amounts of benefit which the improvement will confer upon the United States and Canada respectively. The Canadian National Advisory Committee has suggested in effect that Canada should look after the whole cost of the work in Canadian territory, but that the United States



Royal Canadian Air Force, Photograph.

Looking up-stream towards Cascade Rapids with Beauharnois Canal on left and construction work in connection with power canal.



Canadian National Railways, Photograph.

Old Welland Canal near Port Dalhousie.



Port Colborne, 1866.

should compensate for this by looking after the whole cost, both for power and for navigation, in the international section; it adds that even then "the preponderance of outlay will have been with Canada." The preponderance of benefit to traffic, on the other hand is likely to be with the United States for many years. Alfred H. Ritter, a well-known American transportation expert, estimates that as a route to and from the United Kingdom and Atlantic Europe the improved waterway will benefit an American population of 45 millions in 24 States. The entire population of Canada might not exceed 10 millions by the time the waterway is opened. On the other hand it is true that all the American traffic affected will be diverted from American ports and will help to build up the ports of the lower St. Lawrence. As regards American navigation rights the National Advisory Committee has put on record the opinion that they should not be "any greater . . . than obtain in existing treaties."

From the dawn of North American history, the St. Lawrence has been the chief means of penetration into the interior of the continent. It was owing to their possession of the gateway to this route that the French in the 17th and 18th centuries had almost a monopoly of the exploration of the interior, while the English colonists were walled up along the Atlantic coast by the mountain barriers to the west of them. In those early days, when navigation was effected by canoes, the great rapids of the St. Lawrence afforded no serious obstacle, for the Indians were accustomed to portaging around them. Except for an attempt by the French to construct a very small canal at Lachine about 1700, it was not until after the British conquest, and indeed after the War of 1812, that any serious effort

was made to overcome the obstacles to continuous navigation, and even then the motive was largely military. A Lachine canal was constructed between 1818 and 1824, and could not be used by vessels exceeding 4½ feet draft. From that time until about 1850 there was a tendency to avoid the St. Lawrence above Lake St. Louis and to substitute a route by way of the Ottawa River and the Rideau Canal from Ottawa to Kingston, the object being to keep away from that portion of the St. Lawrence which was on the United States boundary and was therefore subject to invasion in case of war. Shortly before the middle of the century commercial considerations again became predominant, and 9-foot navigation was established from Lake Ontario to Montreal. The second half of the century was a railway era, and it was not until 1901 that this 9-foot navigation was increased to 14 feet. Canals during that period were regarded chiefly as a means of transit for barges; it is significant that even in the 1911 *Britannica* the article "Canal" contains only a single paragraph devoted to ship canals as distinguished from barge canals. It was the railway era which built up the business of the port of New York to its present magnitude by overcoming the height of land south of Lake Ontario and attracting the traffic of the Great Lakes navigation system to an ice-free harbour. The ship canal era may in due time restore a great deal of this traffic to its natural outlet by way of the Gulf of the St. Lawrence, especially if the application of modern scientific methods to the handling of the ice problem, along the lines proposed by Professor Howard Barnes, should result in a material reduction in the annual closed period of the channel.





UPPER CANADA GAZETTE, OR AMERICAN ORACLE.

THURSDAY, APRIL 18, 1793.

JOHN GRAVES SIMCOE. PROCLAMATION

For the suppression of Vice, Profaneness & Immorality.

BY HIS EXCELLENCY

JOHN GRAVES SIMCOE, Esquire,
Lieutenant Governor & Colonel Commanding His Majesty's
Forces, in the Province of Upper Canada.



WHEREAS it is the indispensable duty of all People, and more especially of all Christian Nations, to preserve and advance the Honor and Service of Almighty God; and to discountenance and suppress all Vice, Profaneness and Immorality, which if not timely prevented may justly draw down the Divine Vengeance upon Us and our Country: And His Majesty having for the promotion of Virtue, and in tenderness to the best interests of His Subjects, given command for causing all Laws made against Blasphemy, Profaneness, Adultery, Fornication, Polygamy, Witchcraft, Profanation of the Lord's Day, Swearing and Drunkenness, to be strictly put in Execution in every part of the Province, I do therefore direct, require and command the Peace Officers and Constables of the several Towns and Townships, to make presentment upon Oath, of any of the Vices before mentioned, to the Justices of the Peace in their Session, or to any of the other temporal Courts: And for the more effectual procuring herein, all Judges, Justices and Magistrates and all other officers concerned for putting the Laws against Crimes and Offences into execution, are directed and commanded to exert themselves, for the due prosecution and punishment of all persons, who shall presume to offend in any of the kinds aforesaid; and also of all persons that, contrary to their duty, shall be remiss or negligent in putting the said Laws in execution. And I do further charge and command, that this Proclamation be publicly read in all Courts of Justice, on the first day of every Session to be held in the course of the present year, and more especially in such of His Majesty's Courts, as have the Cognizance of Crimes and Offences; recommending the same, to all Christian Ministers of every denomination, to cause the same Proclamation to be read four times in the said year, immediately after Divine Service, in all places of Public Worship, and that they do their utmost Endeavour, to incite their respective Auditors to the practice of Piety and Virtue, and the avoiding of every course, contrary to the pure Morality of the Religion of the Holy Gospel of Jesus Christ.

Given under my Hand and Seal at Arms at the Government House, Navy Hall, the Eleventh day of April, in the Year of our Lord One thousand seven Hundred and Ninety-three, and in the Thirty-third Year of His Majesty's Reign.

J. G. S.

By His Excellency's Command,
Wm. J. ARVOLD, Secretary.

THE KING'S SPEECH TO BOTH HOUSES OF PARLIAMENT December 13, 1792.

My Lords and Gentlemen,

HAVING judged it necessary to embody a part of the militia of this Kingdom, I have in pursuance of the provisions of the law, called you together within the time limited for that purpose, it is on every account, a great satisfaction to me to meet you in Parliament at this conjuncture. I should have been happy if I could have announced to you the secure and undisturbed continuance of all the blessings which my subjects have derived from a state of tranquility; but events have recently occurred which require our united vigilance and exertion in order to preserve the advantages which we have hitherto enjoyed.

The seditious practices which have been in a great measure checked by your firm and explicit declaration in the last session, and by the general concurrence of my people in the same sentiments, have of late been more openly renewed, and with increased activity. A spirit of tumult and disorder (the natural consequence of such practices) has taken itself in acts of riot and insurrection, which required the interposition of a military force in support of the Civil Magistrate. The industry employed to excite discontent on various pretexts and in different parts of the kingdom has appeared to proceed from a design to attempt the subversion of our happy constitution, and the subversion of all order and government; and this design has evidently been pursued in connection, and concert with persons in foreign countries.

I have carefully observed a strict neutrality in the present war on the continent, and have uniformly abstained from any interference with respect to the internal affairs of France; but it is impossible for me to see, without the most serious uneasiness, the strong and increasing indications which have appeared there of an intention to excite disturbances in other countries, to disregard the rights of neutral nations, and to pursue views of conquest and aggrandizement as well as to adopt towards my allies the States General (who have observed the strict neutrality with myself) measures which are neither conformable to the law of nations, nor to the positive stipulations of existing treaties. Under all these circumstances, I have felt it my indispensable duty to have recourse to those means of prevention and internal defence which I am entrusted by law; and I have also thought it right to take steps for making some augmentation of my naval and military force, being persuaded that these exertions are necessary in the present state of affairs, and are best calculated both to maintain internal tranquility, and to render a firm and temperate conduct effectual for preserving the blessings of peace.

Nothing will be neglected on my part that can contribute to that important object, consistently with the security of my kingdoms, and with the faithful performance of engagements which we are bound equally by interest and honour to fulfil.

The above is a fac-simile of the front page of the first number of "The Upper Canada Gazette", which was the first paper published in Upper Canada. Issued by Louis Roy in 1793, at Newark, now known as Niagara-on-the-Lake, it was moved about 1800 to the new capital of York (Toronto) where it is still published as a government journal. The original is in the Legislative Library at Ontario Parliament Buildings, and the old press on which it was printed is in the museum at the Normal School, Toronto.

❖ Amongst the New Books ❖

The Forts of Chignecto. By John Clarence Webster. Saint John, N.B. Rapid-Grip Limited. 1930. \$5.

The romantic and picturesque peninsula of Chignecto, where New Brunswick and Nova Scotia meet, has perhaps seen more stirring events than any other area of its size in Canada. As the result of several years' study and research, Dr. Webster has been able to put into these pages a great deal of new information, and to throw light upon many points in connection with the long conflict in the 18th century between England and France for the possession of Acadia. The book is very fully illustrated with maps, portraits and views, some of them, such as the De Meulle map of 1686, extremely rare. In an appendix are printed the journals of Charles Lawrence, 1750, of Robert Monckton, 1775, of Joseph Goreham, 1776, of de la Valliere, 1750-51, De Meulles' Report on Chignecto, 1686, and a series of letters from French officials in Chignecto. Here also will be found a series of biographical sketches of men connected with the early history of Chignecto. Altogether Dr. Webster has produced a scholarly and valuable piece of work.

* * *

Mysterious Sahara. By Byron Khun de Protok. Chicago: The Reilly and Lee Company. 1929. \$5.

Few men have seen more of that immense region in Northern Africa, extending from the Nile to the Atlantic, and known as the Sahara, than the writer of this interesting and informative book. Since 1920 he has led six expeditions into different parts of the Sahara, largely through country that was either unexplored or very little known, and his plans for the present year—possibly realized before this is printed—embrace an expedition clear across the Sahara from the Atlantic to the Red Sea. The present book tells the story of a journey from Carthage to the Hoggar Mountains, and of another from Alexandria to Siwa and the Temple of Jupiter-Ammon.

Some narratives of travel are accurate but dry, others are readable but not very accurate. Occasionally one finds a book that is both accurate and readable, and "Mysterious Sahara" must be classed with these. It is, indeed, a gripping account of two fascinating adventures, through regions of desert and mountain, alive with the personality of veiled Tuareg and other Saharan peoples, and the monumental records of ancient civilizations and prehistoric races. In fact one sometimes needs the convincing evidence of photographic illustrations to believe that in the heart of the Sahara are to be found the remains of cities and temples, palaces and tombs some of which may be ranked with the monuments of all time.

* * *

Famous Shipwrecks. By Frank H. Shaw. Toronto: Irwin and Gorden. 1930. \$3.75.

To the notable additions that have been made to sea literature during the last year or two, Mr. Shaw has contributed this record of sea tragedies. Here is the inexplicable loss of the battleship "Victoria" during manoeuvres in the Mediterranean; the wreck of the "Duncan Dunbar", due like the former to an amazing blunder; the collision of the "Titanic" with an iceberg in mid-Atlantic; the sinking of the "Lusitania" by a German torpedo; the loss of the "Amazon" by fire; and the equally tragic stories of the wreck of the "Kent" East Indiaman, of H.M.S. "Eurydice," of the "Birkenhead", the "Atlantic", the "Cospatrick" and H.M.S. "Captain". In an admirable introduction the author discusses the whole question of sea catastrophes, driving home to the full "the awful lesson of the price demanded by the sea of such as dare its dangers". In later chapters he describes the genesis and history of the lifeboat, and the character of the men who year after year have risked their lives without faltering to snatch the human freight of vessels from the hunger of the sea. Altogether a remarkable book.

Geology and Minerals of Quebec. By W. L. Goodwin. Gardenvale, P.Q.: Industrial and Educational Publishing Company. 1929.

This handbook will be invaluable to those prospecting for minerals in the Province of Quebec. Based upon the reports and other records of the Geological Survey of Canada, the Canadian Department of Mines, and the Quebec Bureau of Mines, and prepared by the late Dean of the Faculty of Science at Queen's University, it is in every sense a reliable guide to the minerals of Quebec, what they are, where they are found, and their uses.

* * *

Record of Canadian Shipping. Compiled by Frederick William Wallace. Toronto: The Musson Book Company. 1929. \$10.

It was eminently fitting that Mr. Wallace should round out his series of books on Canadian sailing ships and their adventures in every corner of the Seven Seas, with this list of square-rigged vessels built in the Eastern Provinces of British North America between 1786 and 1920. The latter date proves that the Canadian sailing ship is not yet a thing of the past, but its glory is departed. Here as elsewhere it has been compelled to bow to the supremacy of steel and steam, as they in time may be compelled to give way to the superiority of air-craft. So this list becomes a tribute to the memory of the glorious days of the Canadian square-rigger, and all that they meant to Canadians in prestige and adventure and sheer romance.

* * *

They Climbed the Alps. By Edwin Muller, Jr. Toronto: Jonathan Cape. 1930. \$3.50.

Mountain-climbing in the Alps is a big story, and a difficult one to tell effectively. Mr. Muller has adopted the excellent plan of picking out some of the outstanding incidents, and for the most part letting the principal actors tell their own tales. Thus, going back to the early days of Alpine exploits, Edward Whymper describes the first ascent of the Matterhorn, De Saussure tells how he won his way to the summit of Mount

Blanc, Tyndall records his conquest of the Weisshorn, and Leslie Stephen his of the Schreckhorn, while, among more modern climbers, Mummery makes one's flesh creep with vivid descriptions of his climb up the perpendicular face of the worst of the Chamonix aiguilles known as the Grepon, and, in still more recent years, G. W. Young tells of the well-nigh incredible feat of the ascent of the Great Face of the Grepon. At the same time the author keeps us informed of the history of Alpine climbing, and the development of technique, from the simple rock work of the beginners, through the period of snow and ice climbing, to the method of working up rock chimneys with shoulders and feet, and the later principle of balance that made possible such human-fly exploits as that of Young. And he tells us why mountaineering, with its risks and its thrills, means much more to a man than the view from a mountain top.

* * *

Can We Improve the Climate of Canada? By J. Dalstrom. Winnipeg. pp. 43. 1930.

This little treatise was no doubt intended to be informative rather than entertaining. It proves to be rather more entertaining than informative. The author divides his subject into four parts: Comparative Climatology of Canada; The Way to Improve the Climate of Canada; The Great North; Climaturgery and Kindred Subjects. Perhaps the more interesting is the second, in which Mr. Dalstrom proposes that the tops of the Canadian Rockies should be cut down to the line of perpetual snow, to give the Chinook Winds a better chance to warm the prairies. An excellent idea, if Mr. Harkin of the National Parks does not object.

* * *

Australia. By G. S. Browne. Toronto: Thomas Nelson and Sons. 1929. 75 cts.

In this modest little volume, by the Vice-Principal of the Melbourne Teachers' College, is packed a wealth of information on our sister-Commonwealth, the geographical features of the island con-

continent, its early settlement and exploration, the growth of a nation and what it has come to to-day, its government, federal and state, the federal capital Canberra, industries and occupations, manufactures, transport and communications, social conditions, the fauna and flora, the aborigines, education, and the problems confronting Australia. Mr. Browne has given us what amounts to a concise encyclopaedia, with a map in colours, numerous illustrations, and a bibliography.

* * *

Dramatic Episodes in Canada's Story.
By Charles W. Jefferys. Toronto:
Star Printing and Publishing Com-
pany. 1930. \$2.

Mr. Jefferys' purpose was to "pick out from the great mine of Canadian history a few fragments that may suggest its richness in human interest and its wealth of picturesque and dramatic incident". He tells us about Cabot and the New Found Land, of Champ-lain's Fight with the Iroquois, of Maisonneuve and the Indians, of St. Luson at Sault Ste. Marie, of Frontenac on his way to Cataraqui, of Hennepin at Niagara Falls, of La Verendrye in sight of the Western Mountains, of the founding of Halifax, of the Battle of Ticonderoga, of Wolfe and his Battleground, of Captain Cook at Nootka, of the Loyalists on the St. Lawrence, of Mackenzie at the Arctic, of Lacombe and the Blackfeet, and of the Battle of Batoche. Each of these incidents in Canadian history is simply and entertainingly described, and each is accompanied by an original sketch by the artist-author which is even better than the story.

* * *

Southern Baffin Island. An Account of Exploration, Investigation and Settlement during the past Fifty Years.
Collated and Edited by A. E. Millward.
Ottawa: King's Printer. 1930.

The North West Territories Branch of the Department of the Interior of Canada has issued a most useful compilation on the exploration of this important part of the Arctic Archipelago, its administration by the Royal Canadian Mounted Police, and the work of missionaries amongst the Eskimo. The record goes back to the German Polar

expedition of 1882, and comes down to the expeditions of Burwash in 1923-24, of Soper in 1924-26, of Lopp in 1925, of Weeks and Haycock in 1926-27, of Putnam in 1927, and of MacMillan in 1926-28. As an Appendix is printed a translation of Hantzsch's "Crossing of Baffin Island to Foxe Basin in 1910". Maps and illustrations complete a very creditable publication.

* * *

The Fur Trade in Canada. By Harold A. Innis. New Haven: Yale University Press. 1930. \$5.

As Professor MacIver says in his General Preface to this book, it is in the nature of an introduction to Dr. Innis' "Fur Trade of Canada" published in 1927. Both are written from the economic rather than the historical point of view, and are designed to reveal the significance of the fur trade as a factor in the social and economic life of Canada, in the past and also in the present. Dr. Innis traces the growth of the traffic in furs from the Atlantic coast westward, throughout the French Period and the British, and particularly as it is associated with the Hudson's Bay Company and its great Canadian rival the North West Company. With all his effort to keep his feet firmly on the solid ground of economics, Dr. Innis cannot quite suppress the element of romance that is inherent in the fur trade, and that helps to make such a record as this palatable to the general reader as well as to the student of economics.

* * *

Totem Poles of the Gitksan. By Marius Barbeau. Ottawa: King's Printer. 1929.

To anyone who has read Mr. Barbeau's books it is unnecessary to say that this monograph is something more than a dry contribution to the ethnography of the Pacific Coast tribes. Totem poles "were once a characteristic form of plastic art among the tribes of the North West Coast in British Columbia". They are now to all intents and purposes a lost art. Mr. Barbeau has worked among the Gitksan for some years; he knows the people and their art, and has contrived to put life even into a "Blue Book".